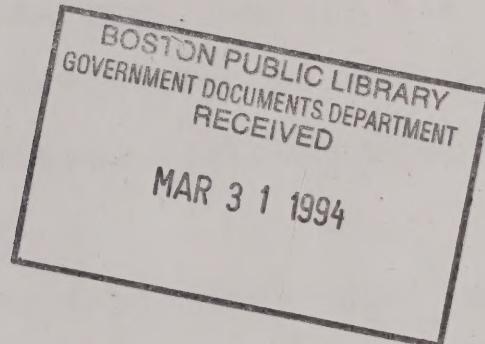


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*Dawn Harris**A*

COMMONWEALTH OF MASSACHUSETTS

*X-1
DMJ**93/3**pt. 2*

HEARING, held at ENGLISH HIGH SCHOOL, 144
McBride Street, Jamaica Plain, Massachusetts, on
November 16, 1993.

DEANNA ANDERSON

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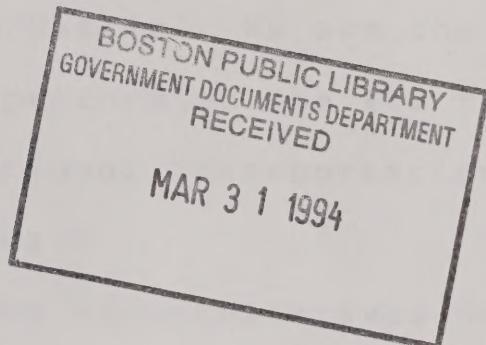
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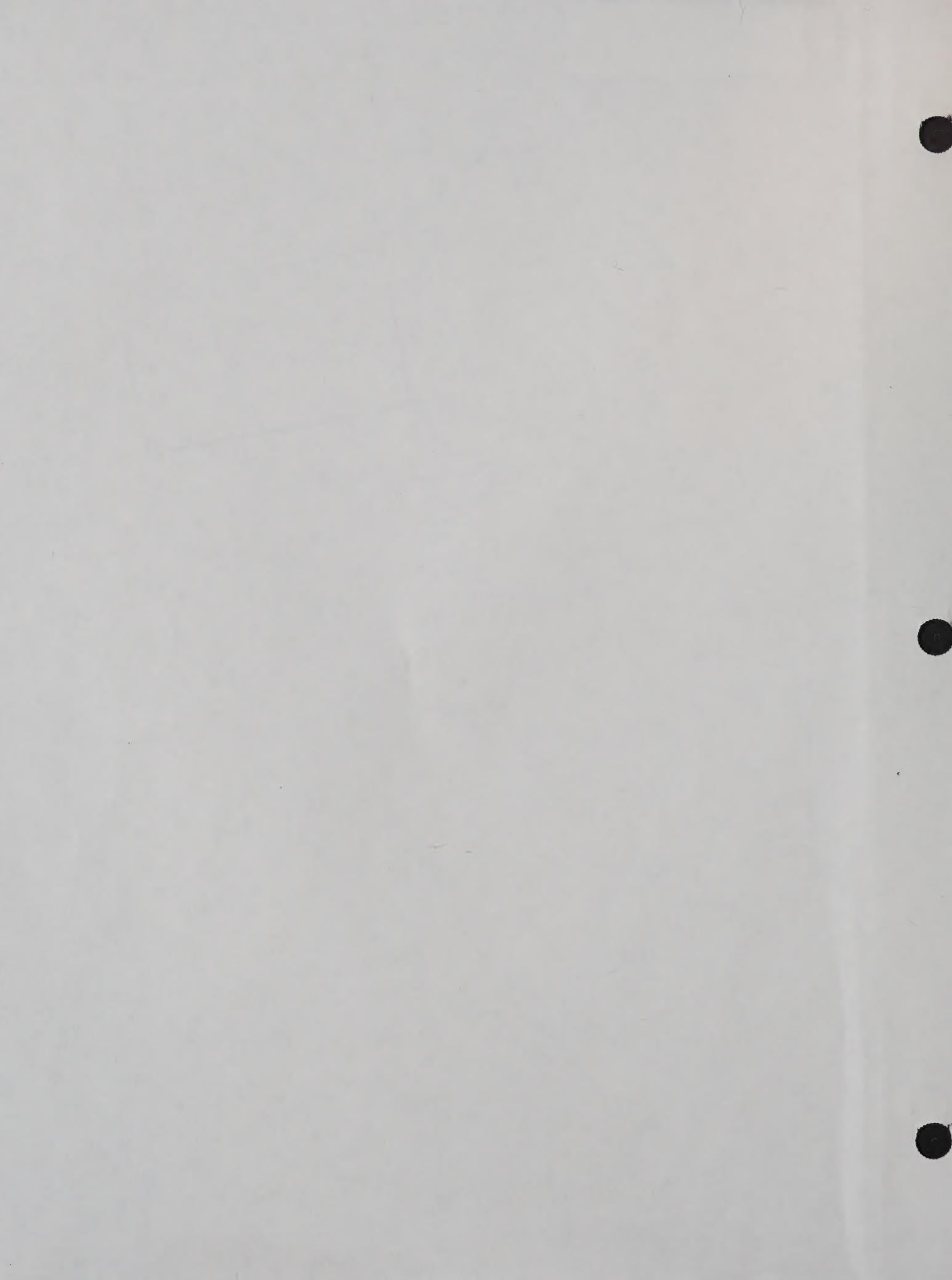
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1 MR. LEVY: Good evening. I'm
2 Ira Levy. I'm with the consulting
3 firm of DMJM/Harris. We are the
4 contractors performing the EIS for
5 the Volpe National Transportation
6 Systems Center.

7 There are representatives here
8 of the Federal Railroad
9 Administration as well as the Volpe
10 National Transportation Systems
11 Center. To my right is Bill
12 Fashouer with the FRA. To my left
13 is Peter Montague with the FRA.
14 And at the end is Glenn Goulet with
15 the Volpe National Transportation
16 Systems Center.

17 What we would like to do this
18 evening is just give a brief
19 overview of the project, where we
20 have been in the environmental
21 studies and the process from here
22 on in and then turn it over to you
23 for comments and considerations

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1 regarding the DEIS which has been
2 published.

3 The Northeast Corridor extends
4 from Washington to Boston,
5 Massachusetts. It has the highest
6 rail patronage of the country. It
7 is presently electrified from
8 Washington to New Haven,
9 Connecticut.

10 This proposal is to electrify
11 the Northeast Corridor from New
12 Haven to Boston. It presently uses
13 diesel from New Haven to Boston at
14 which time it changes to an
15 electric engine which takes it from
16 New Haven into Washington.

17 This project is part of the
18 Northeast Corridor improvement
19 projects, better known as NECIP.
20 There are numerous improvements
21 anticipated for the Northeast
22 Corridor one of which is the
23 electrification project which is

the subject of tonight's hearing.

There is also rail line upgrades, congestion relief, and Shell will propose a flyover, Stamford station is to be improved, New Haven track configuration improvements as well as equipment acquisitions.

This project is considered from New Haven to Boston. It deals primarily with electrification and all the pertinence due to electrification.

The participants in the program are the FRA, Federal Railroad Administration, Volpe National Transportation Systems Center, ourselves as a consultant and Amtrak, the National Railroad Passenger Corporation who is the proponent of the project.

The EIS is part of an extensive environmental study that has been undertaken that is

and the most significant was the one made
between 1970 and 1971. This period
was characterized by the first oil embargo,
the first major oil price increase, and
the first major oil price decrease.
The oil price increase was
the result of a political alliance between
OPEC and the Arab states, which
had been formed during the
Arab-Israeli War of 1967.
The oil price decrease was
the result of a political alliance between
OPEC and the Arab states, which
had been formed during the
Arab-Israeli War of 1967.
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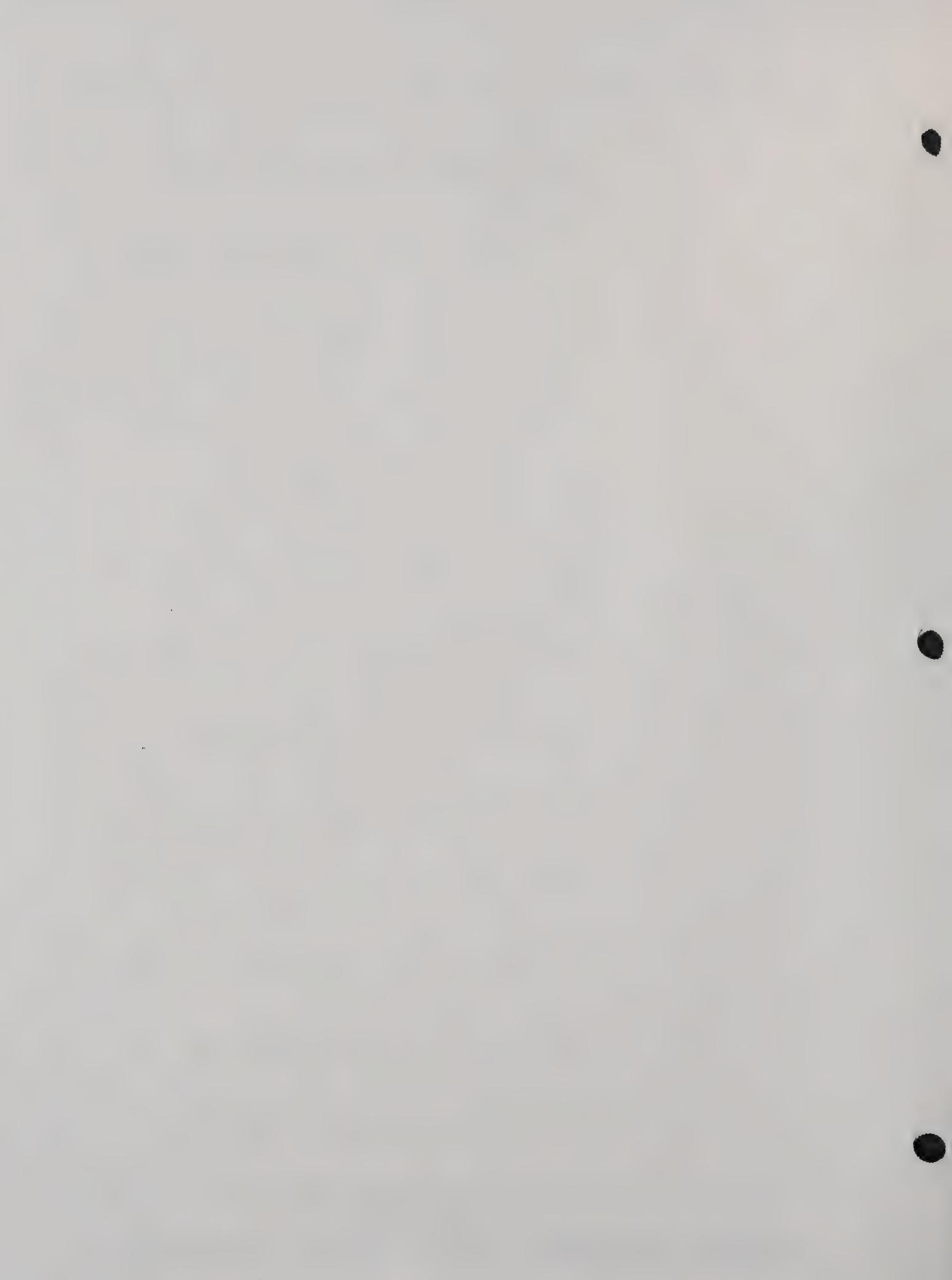
1 required by law and regulatory
2 processes.

3 The project components that
4 are looked at are substations and
5 electric feed lines, switching
6 stations, autotransformers, bridge
7 modifications, railroad stations,
8 catenary systems, program
9 operation, fencing and others.

10 There are various categories
11 that cause impact or may cause
12 impact. General impact categories
13 are land use and socioeconomic,
14 historical and archaeological,
15 transportation, circulation and
16 access issues, natural resources,
17 noise and air quality.

18 Projects specific impact
19 categories are vibration, energy,
20 public safety issues,
21 electromagnetic frequencies, EMF,
22 visual and aesthetic issues.

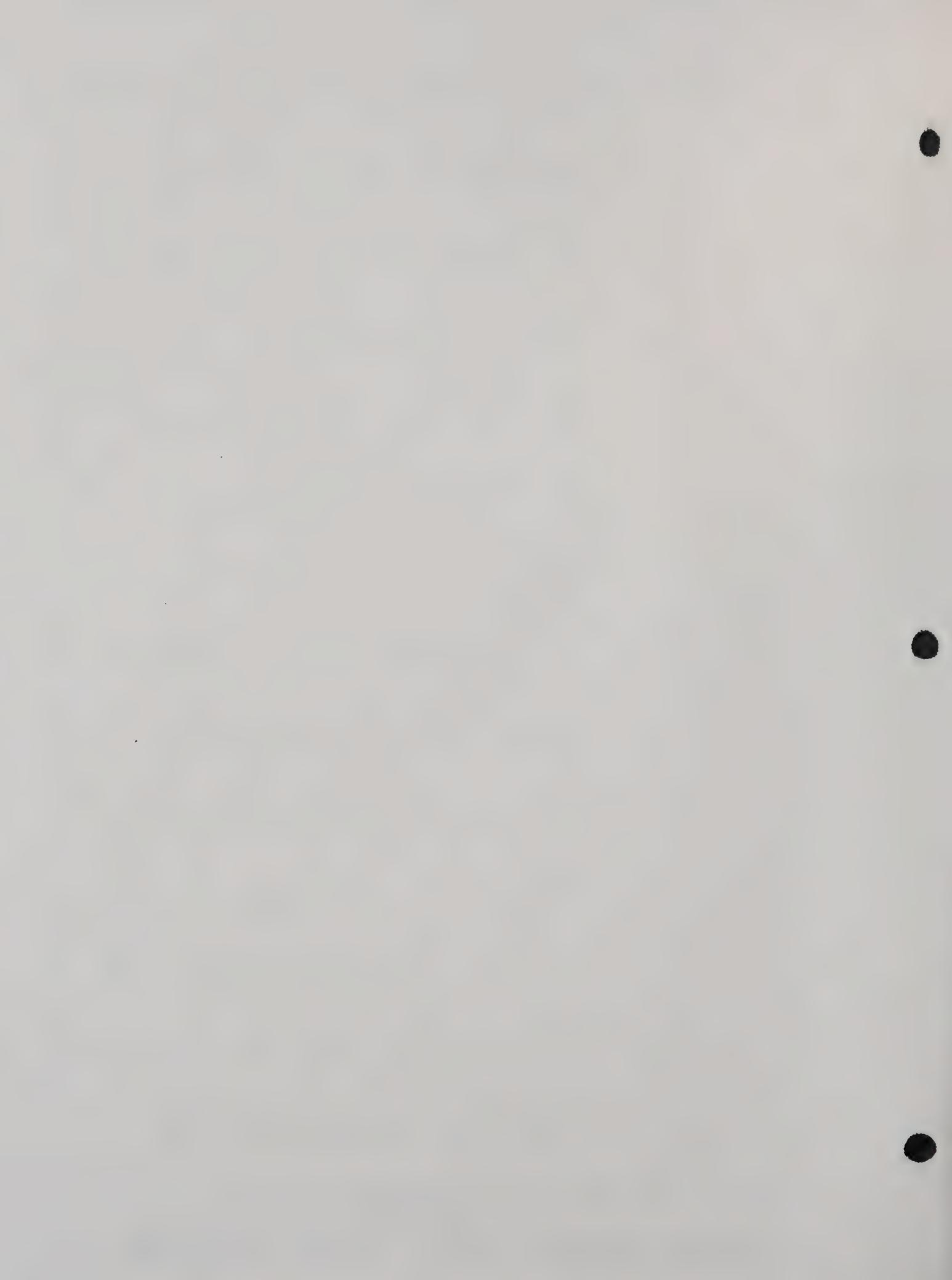
23 There are three levels of



1 regulatory processes that are
2 involved in this project. One is
3 the federal process. There are
4 state processes in Massachusetts.
5 It's the Massachusetts
6 Environmental Protection Act. And
7 there are local processes which
8 usually are permit based. They all
9 entail environmental studies,
10 agency reviews, comments and
11 permits.

12 We are here tonight engaging
13 two processes the higher auto
14 process is the federal process
15 which is the NEPA process, the
16 National Environmental Protection
17 Act.

18 We have gone through various
19 aspects of this process including
20 scoping, looking at the existing
21 conditions and creating a baseline,
22 various alternatives analysis,
23 evaluation of impacts and the



1 preparation of a draft
2 environmental impact statement
3 which is now in public review.

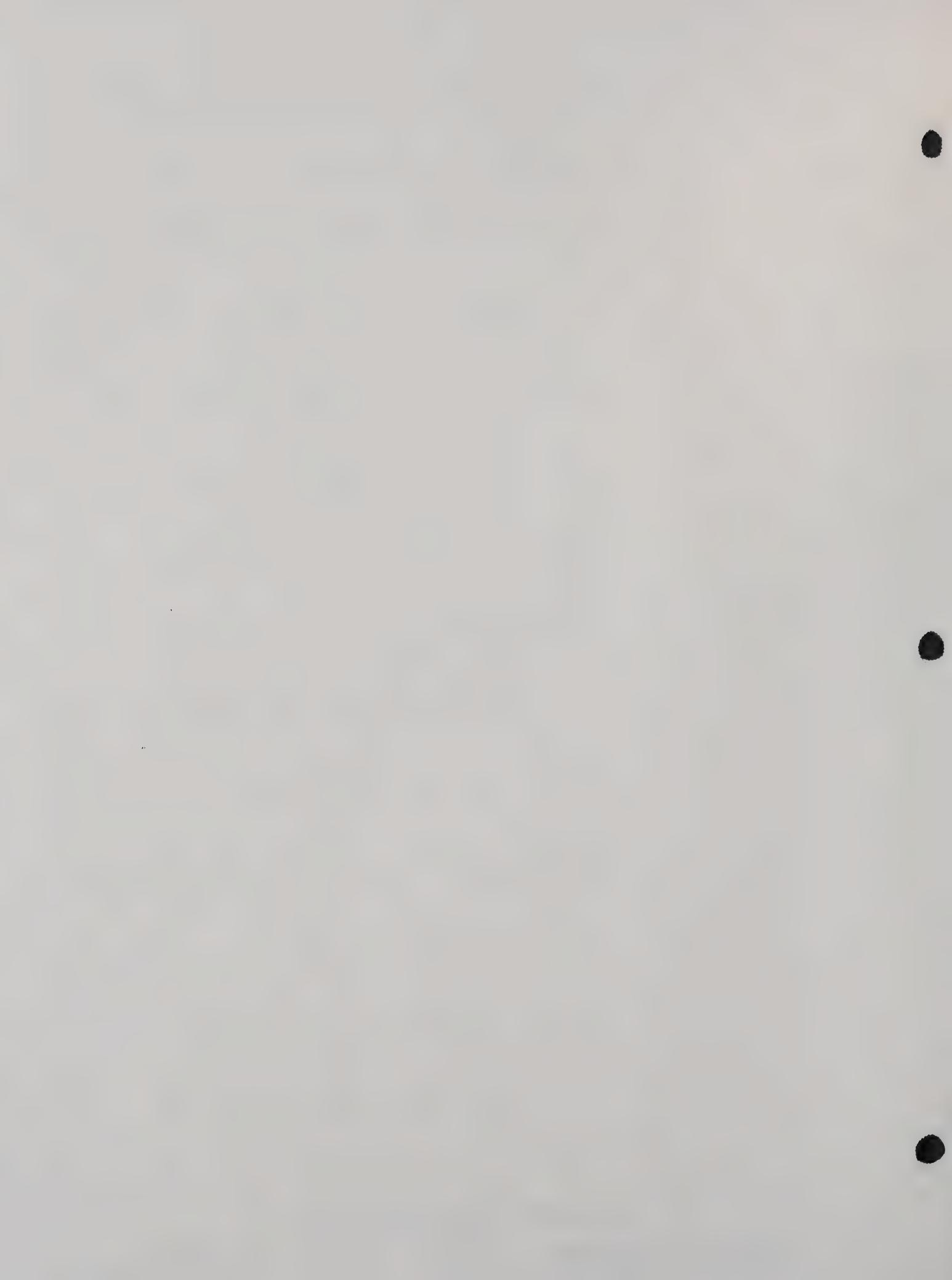
4 From hereafter upon review of
5 these hearings, we will draft and
6 submit for review and approval by
7 the FRA a final EIS which will lead
8 to a record of decision. The final
9 environmental impact statement
10 primarily is a response to comments
11 on the DEIS including those that
12 are done tonight.

13 We incorporate the relevant
14 changes in the proposed action
15 either due to mitigation
16 requirements or changes by the
17 proponents. We enjoy agency review
18 and consultation and any
19 considerations and comments from
20 those agencies. And again, there
21 is a final record of decision.

22 These hearings are on the
23 DEIS. They are required by the

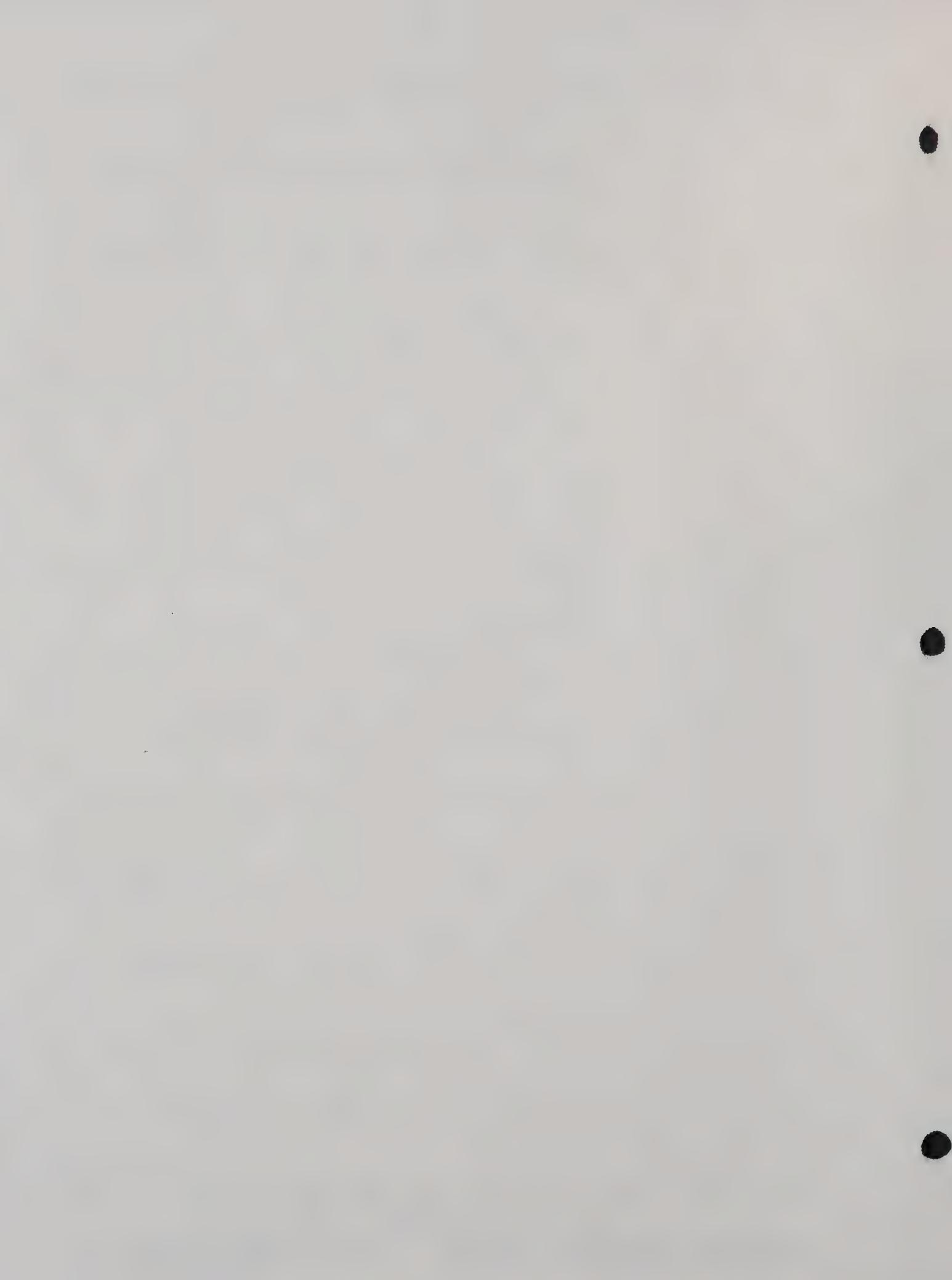
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National Environmental Protection
Act and they're strongly encouraged
by the FRA procedures and the FRA
is represented tonight. They
provide an opportunity for public
input on the environmental study as
well as agency input and they
establish the framework for the
final EIS. This is all part of a
common process upon issuance of the
draft DIS.

12 Basically, we are seeking the
13 adequacy of our analysis and any
14 comments thereto and the merits of
15 alternatives discussed any comments
16 thereto. The comment period lasts
17 for forty-five days. The federal
18 process closes on December 3, 1993,
19 and the state process, the NEPA
20 process, closes on December 9,
21 1993. The state process and the
22 federal process are concurrent
23 processes.



1 Also in the back of the room,
2 the Army Core of Engineers has
3 published a public notice requiring
4 various permits that may be
5 undertaken by them, both a Section
6 10 and Section 404 and the public
7 is welcome to pick up a copy.

8 FROM THE FLOOR: Excuse me,
9 you said the comment period is
10 forty-five days?

11 MR. LEVY: Forty-five days
12 from the issuance of the EIS.

13 FROM THE FLOOR: When does it
14 start?

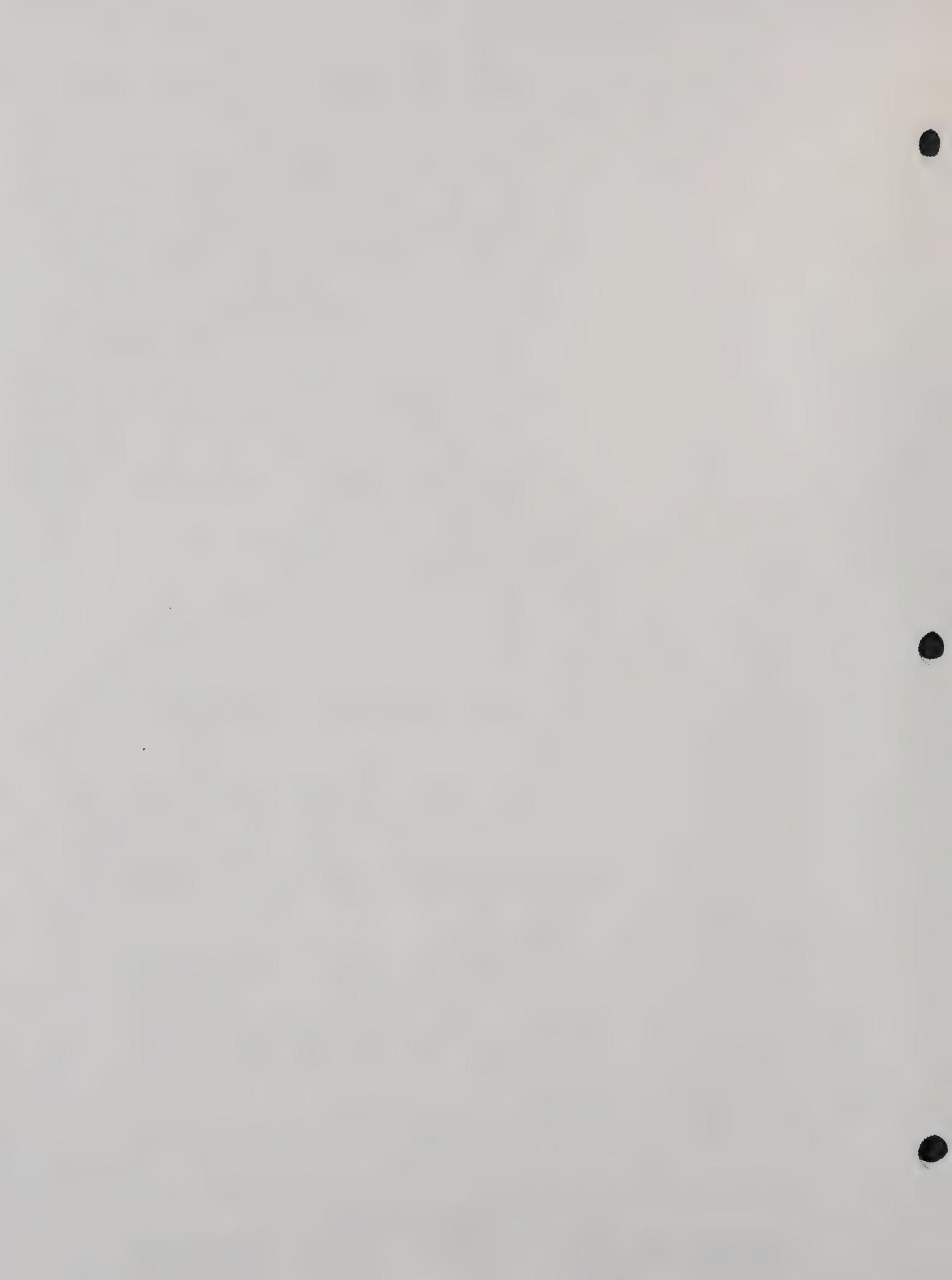
15 MR. LEVY: I don't have the
16 exact dates but I can tell you the
17 closing dates. The closing date is
18 December 3.

19 FROM THE FLOOR: Did you say
20 December 3? That's only a couple
21 of weeks. That's not forty-five
22 days.

23 MR. LEVY: It's forty-five

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1 days from the issuance of the
2 DEIS. The DEIS has been on the
3 streets quite a few weeks.

4 FROM THE FLOOR: I don't
5 understand.

6 MR. LEVY: Okay.

7 FROM THE FLOOR: If you have
8 forty-five days, why are you saying
9 two weeks?

10 MR. LEVY: There's forty-five
11 days from the issuance of the draft
12 report which has been issued for a
13 few weeks.

14 FROM THE FLOOR: Well, who's
15 been given the draft report?

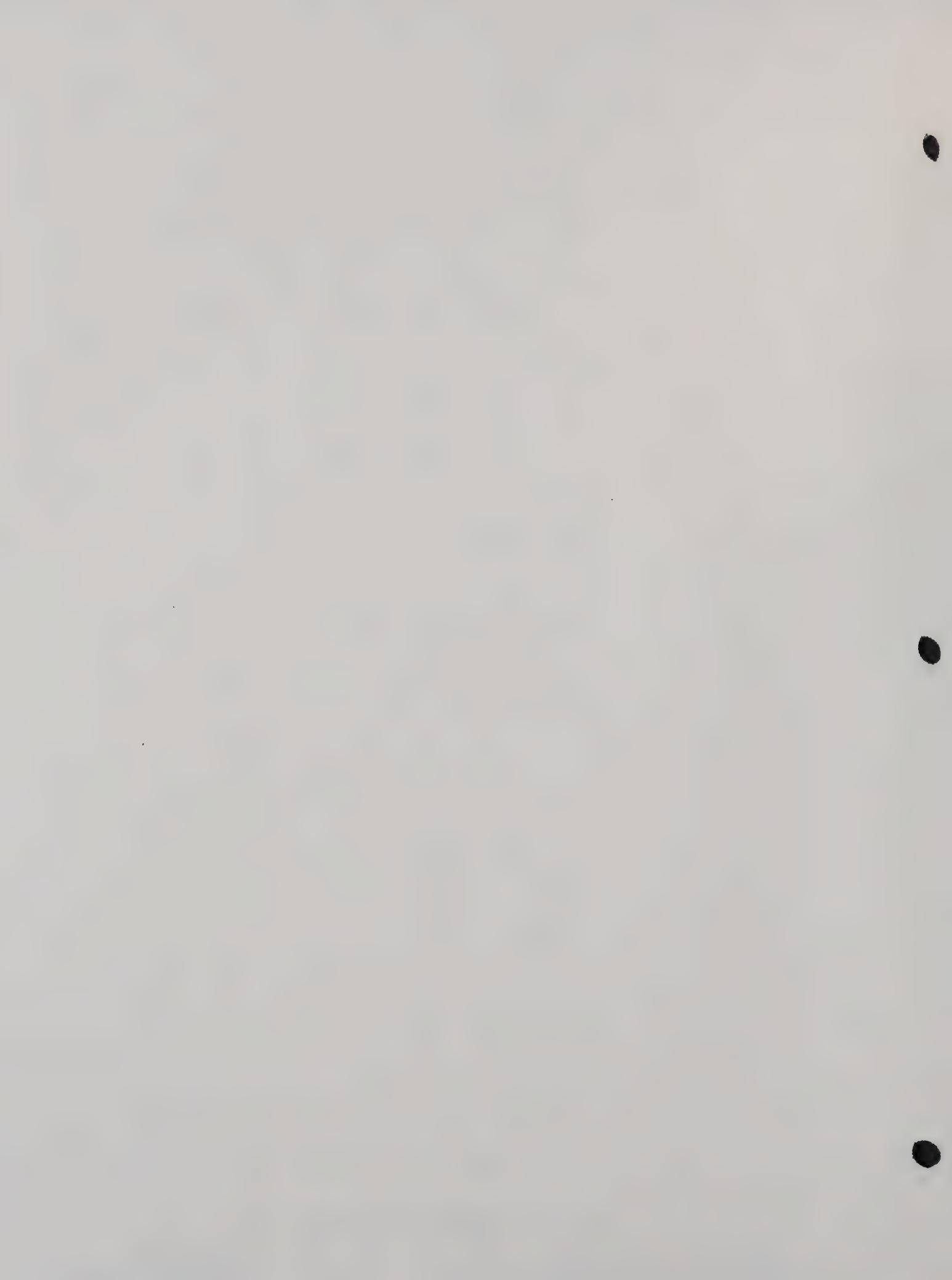
16 MR. LEVY: The draft report --
17 there's public notice of the draft
18 report.

19 They're in libraries. They're
20 also available in the Local 2
21 branch libraries. There's one here
22 in Hyde Park and one Roslindale.

23 FROM THE FLOOR: Well, I think

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1 we have to object right here to the
2 forty-five day period. It should
3 begin tonight when we're being
4 given the information. This should
5 be day one of the forty-five day
6 comment period.

7 MR. LEVY: We'll so note it.
8 Now, the process that we're going
9 to like to do tonight --

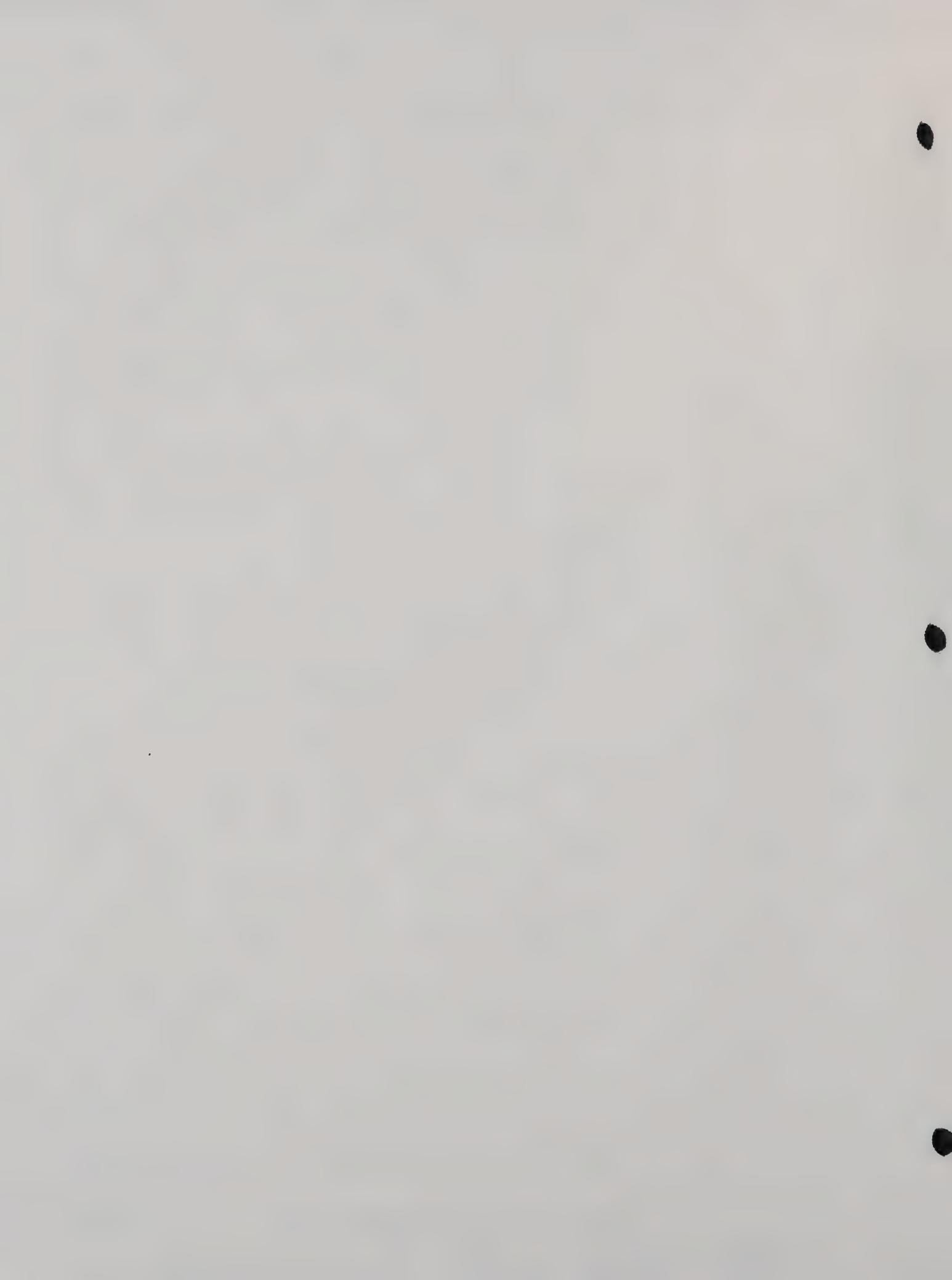
10 FROM THE FLOOR: I guess what
11 this woman was getting at was, was
12 there adequate public notice?

13 MR. LEVY: Yes. It's in the
14 federal register.

15 FROM THE FLOOR: I just heard
16 about it today.

17 MR. LEVY: The process is a
18 highly controlled process by law.
19 The process is that the secretary
20 of the Environmental Protection
21 Agency signs off on the document.

22 It is published in the federal
23 register. It is also noticed given



1 in the newspapers of the meetings
2 and of the publications.

3 Publications are placed in
4 public libraries and to the
5 appropriate agencies. We made the
6 statement when we were out here for
7 an informational meeting a few
8 months ago exactly how the process
9 would take place and to which
10 documents would be published.

11 This is a federal requirement.
12 It is followed federal law.

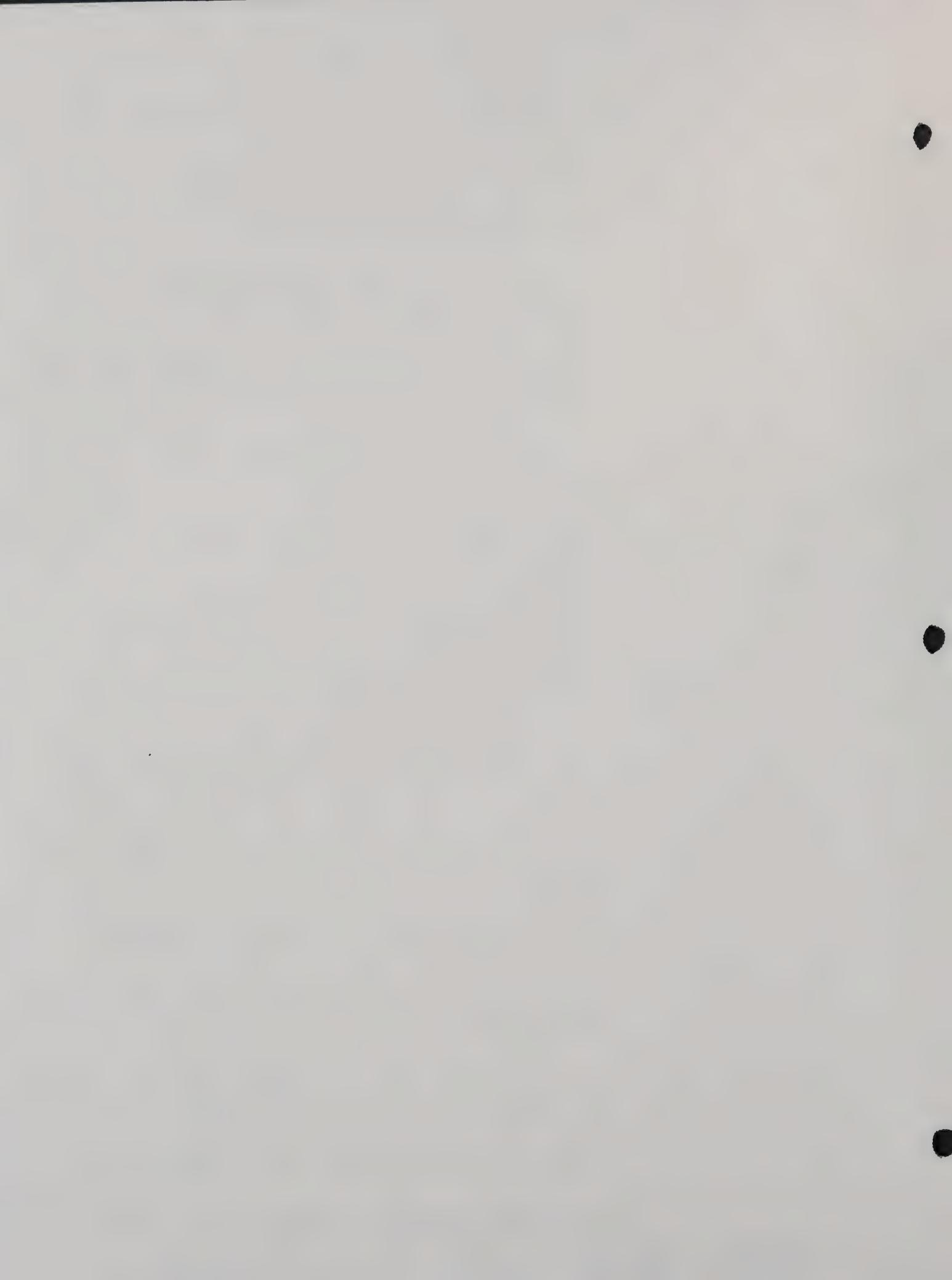
13
14 (Discussion from the floor)

15
16 MR. LEVY: Excuse me, I only
17 can handle one at a time. I'm
18 still addressing the one gentleman.
19 I would really appreciate that we
20 have order tonight.

21 We will try to entertain
22 everybody's comments but everybody
23 just shouting is going to affect

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1 nothing. I still have this
2 gentleman's comment.

3 If you wish to have more time,
4 you can ask so for tonight like
5 this lady did and you can put in
6 writing and it will be looked at to
7 see if it was requested. The FRA
8 will make a decision.

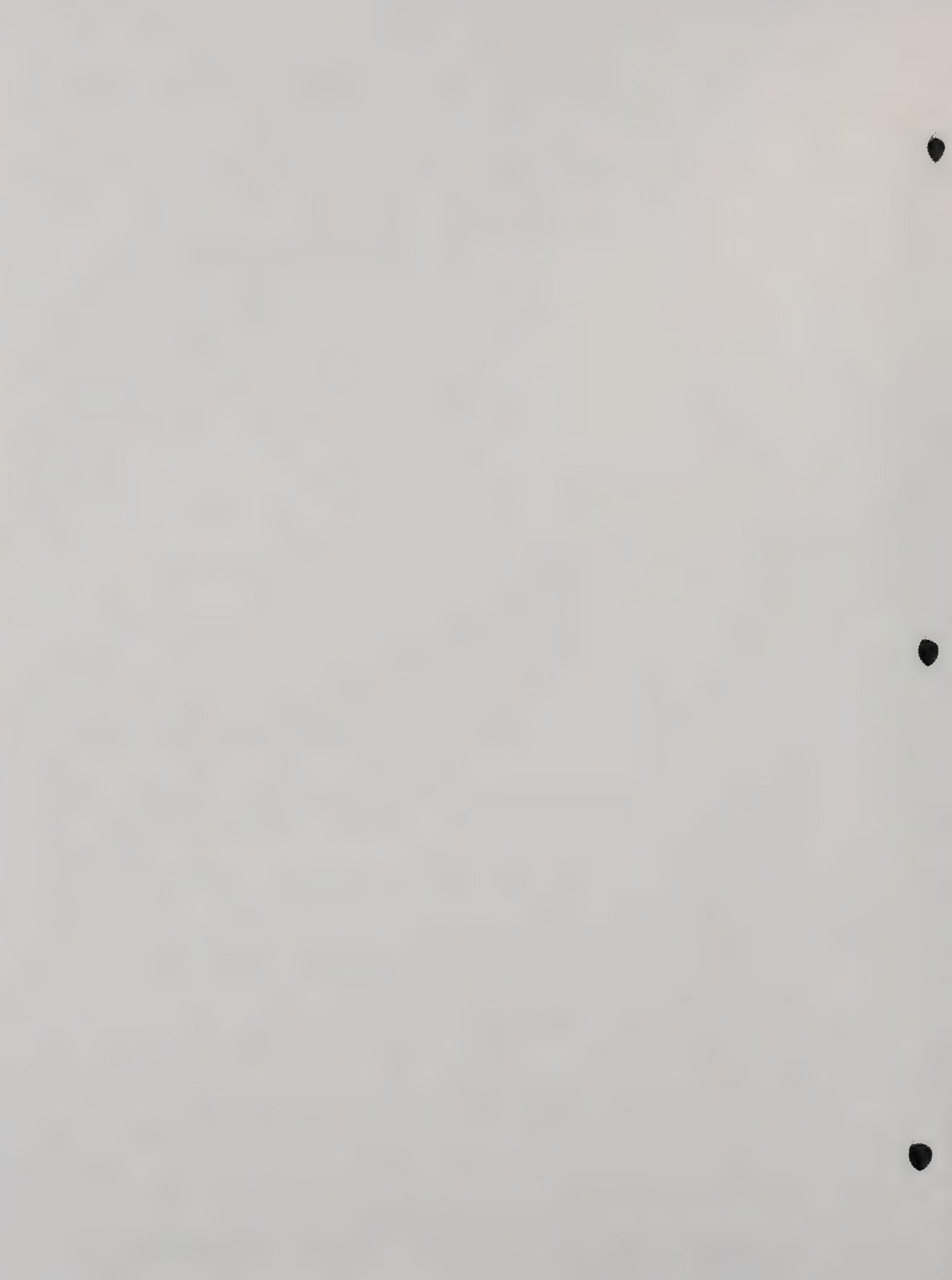
9 If enough people feel they
10 need more time, it is under the
11 FRA's privy to expand the comment
12 period but that's the process.

13 What we'd like to do tonight
14 is I have a list of people who have
15 asked to speak. I'll go through
16 that list in order as they signed
17 up. After that please raise your
18 hand and you'll be recognized.
19 Also we will take any written
20 comments.

21 Okay. We're going to try to
22 limit people to five minutes. We
23 have a large crowd here tonight.

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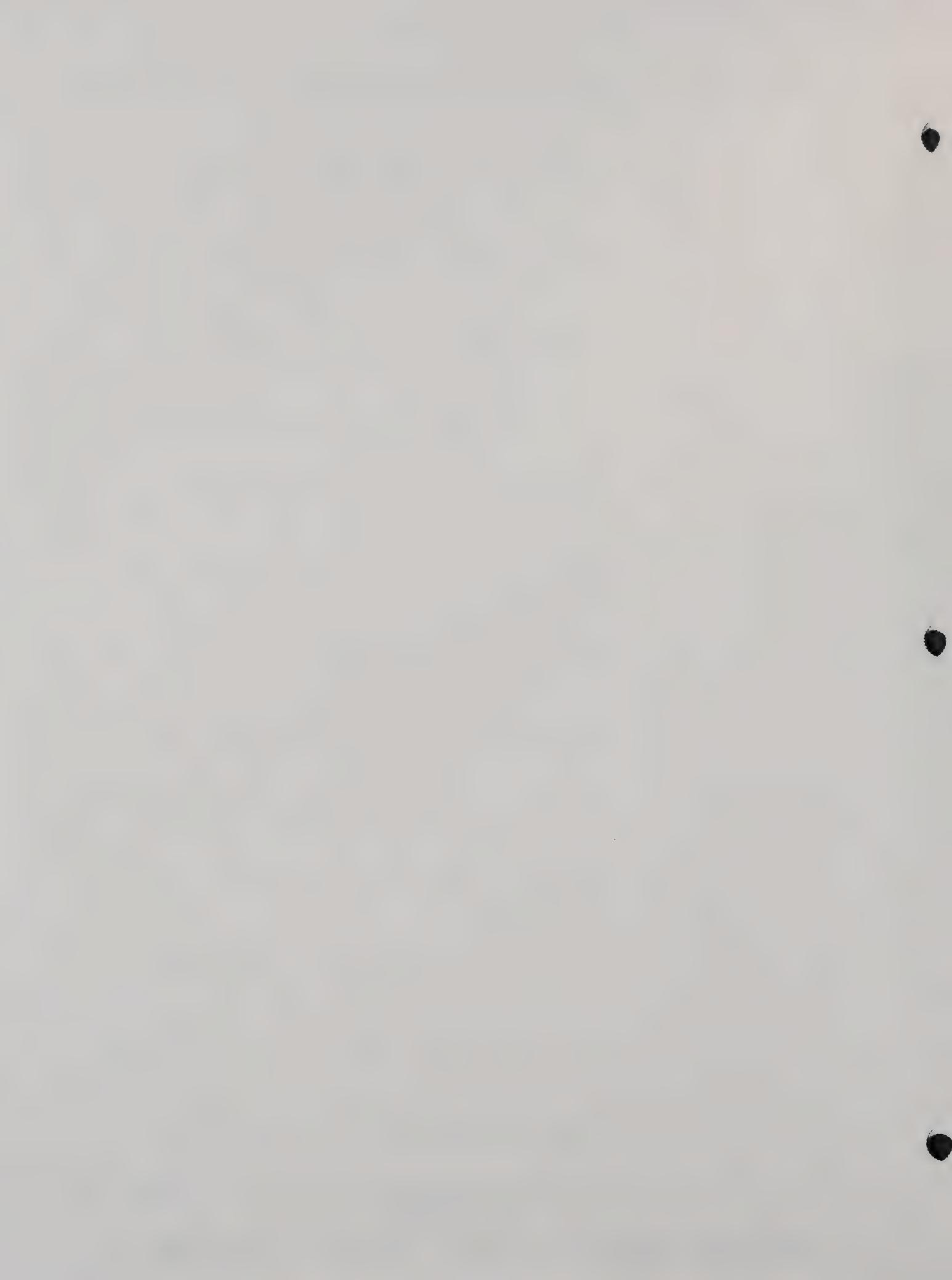


1 After everybody has a chance and
2 you want to say something else
3 again we'll gladly go back around
4 and ask people if they want to have
5 additional comments. With that,
6 John P. Thomson.

7 MR. THOMSON: Gentlemen,
8 whoever, you're representing
9 various departments here tonight,
10 Core of Engineers or whatever the
11 federal group, the name is John
12 Thomson of Hyde Park.

13 I might say I'm, of course,
14 happy this meeting is held tonight
15 and one this afternoon although I
16 work as a teacher still. I'm
17 retired but I do part-time
18 teaching.

19 A good many of us are still --
20 I don't know about this room -- are
21 still working even at 70. And two
22 o'clock in the afternoon is not
23 that satisfactory but seven is



1 fine.

2 How I got notice of this
3 meeting, I've seen a few things.

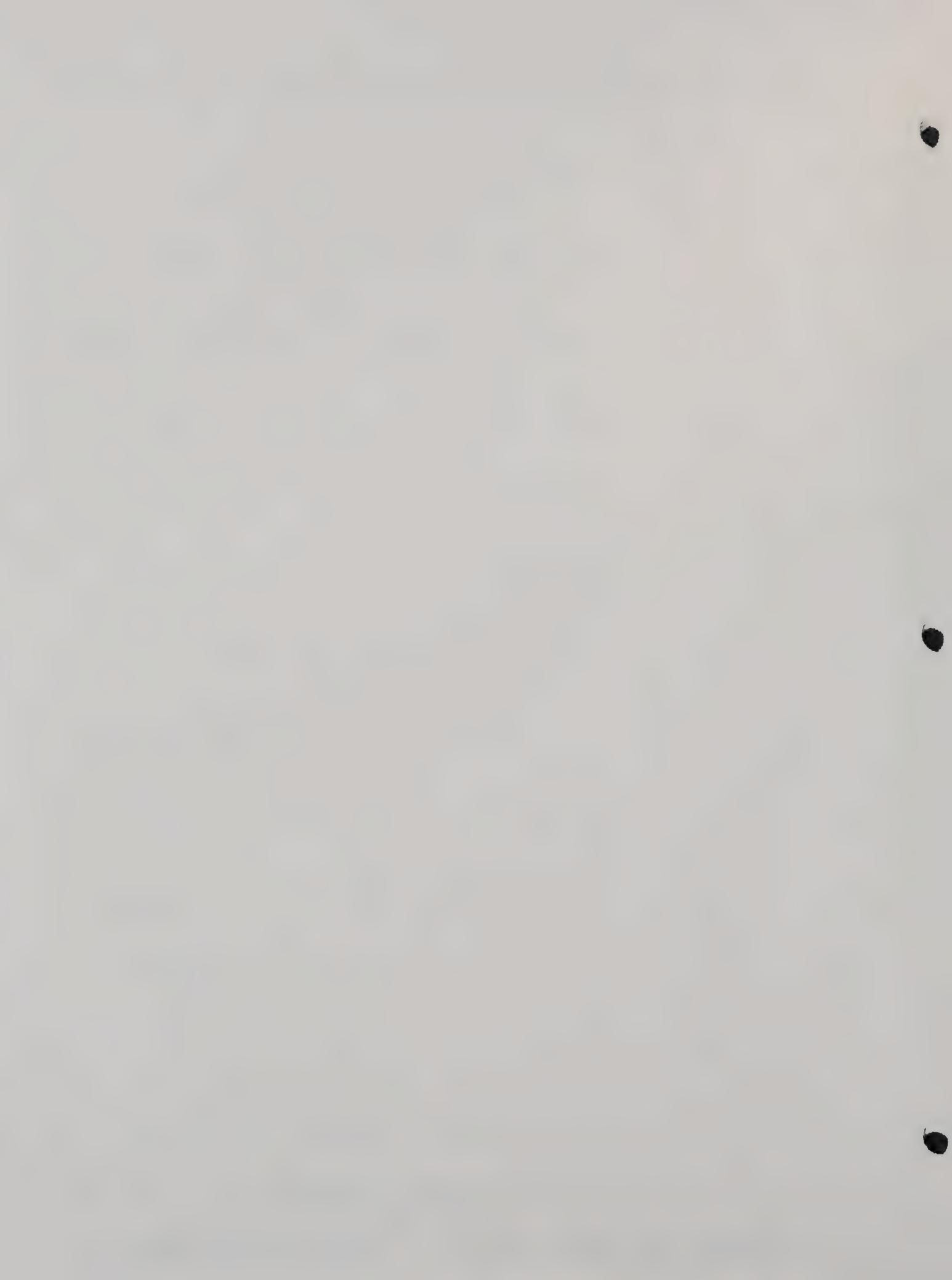
4 I've known for years it was going
5 to come. Hopefully, something like
6 this was going to start but I got a
7 yellow sheet in the mail a couple
8 of days ago or in my post box
9 tucked in by someone, Mr. Heisler
10 from who I met a time or two from
11 Roslindale so I thank him for
12 alerting me. And there are a few
13 other people from Hyde Park.

14 I'll just say, I might say at
15 the outset that I as a long time
16 member and active person in the
17 National Association Rail
18 Passengers or Rail Travelers since
19 I was about three in this country
20 and all through Europe and so
21 forth.

22 I want railroads to expand
23 generally so I am for the concept

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1 of the expansion of this line. And
2 I was gratified and pleased by all
3 the changes in the last few years
4 that we did not have I-95 which
5 would have meant my house would
6 have gone. And we have the fine
7 Jamaica Plain, Hyde Park past
8 improvements of the tracks.

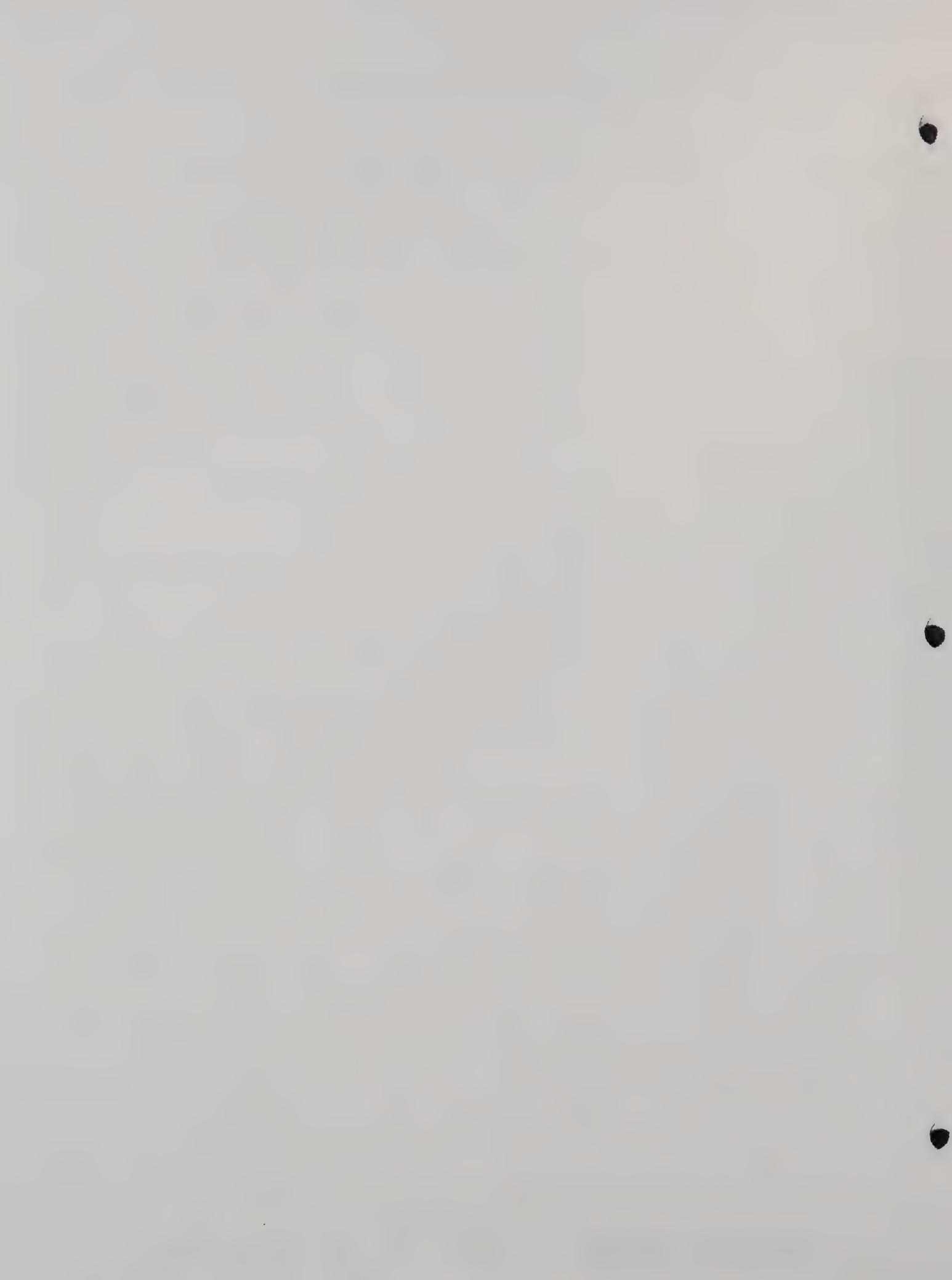
9 Electrified is coming.

10 The main thing I feel tonight
11 and want to say is that I am
12 concerned, of course, about health.
13 We all should be. I read various
14 studies and certainly I would say
15 everything should be done and we
16 thank God for the environmental
17 movement and the rules we have that
18 we should make sure that it is as
19 safe as possible, although I live
20 just myself a half a block from the
21 line so I would be affected and my
22 family.

23 The other side of the coin I

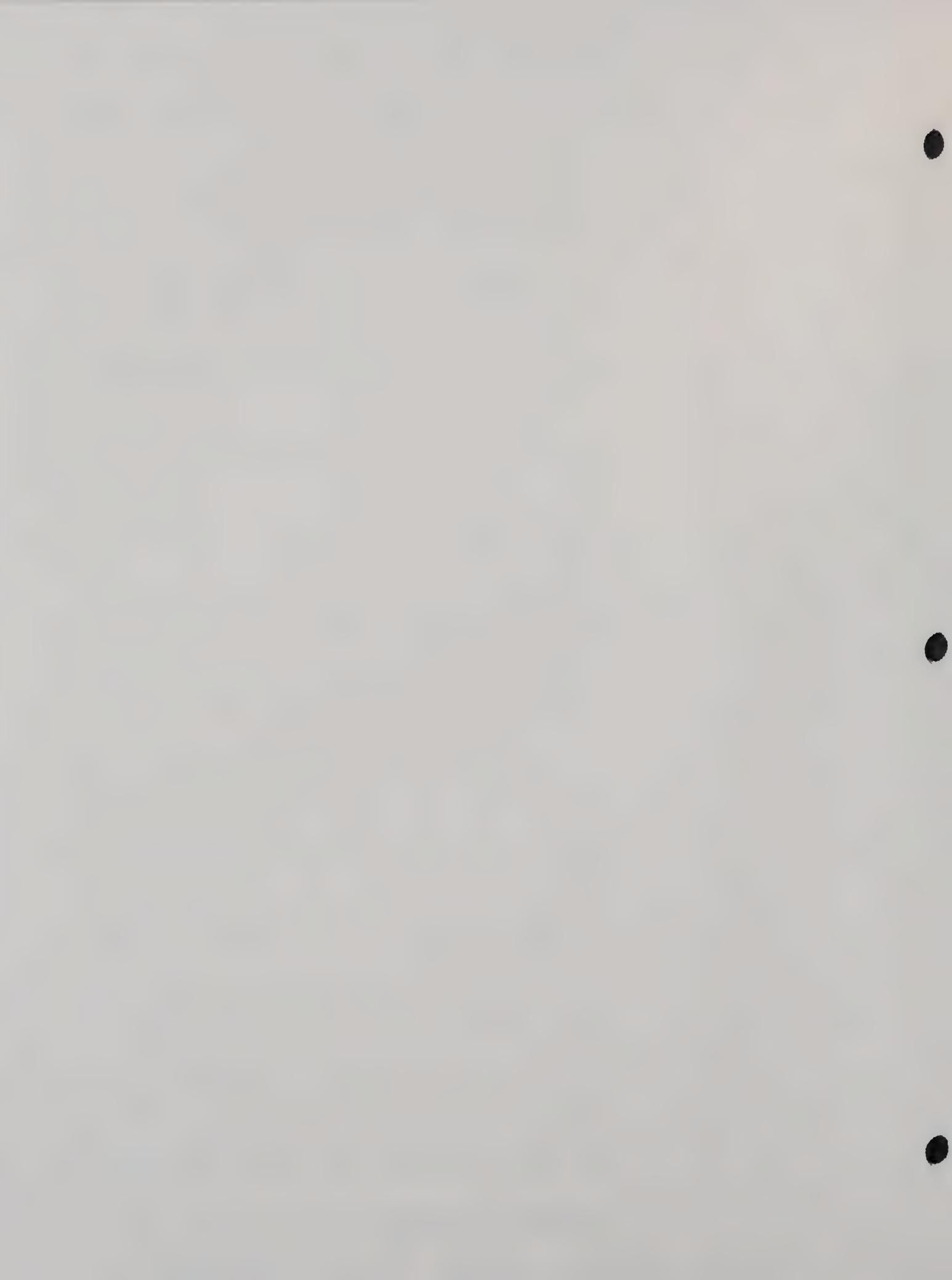
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1 think is the balancing factor and
2 life is full of it. As I
3 say, somebody said to me it's a
4 risk to breath. And to me the
5 pollution of automobiles along Hyde
6 Park Avenue is high and going to
7 New York, Chicago or Boston,
8 wherever it is, if we can reduce
9 that, then we're ahead if we use
10 more rail travel and reduce the
11 event of some gasoline for that.
12 That to me might be a tradeoff. So
13 that part of it concerns me.

14 Another part is the sound
15 situation and I do know that they
16 can do things along the rail lines
17 and they're doing it around
18 Washington and the beltway. I was
19 down there last spring for the
20 automobiles and I saw many miles
21 and miles and miles of special
22 fences put up to soften the noise
23 at least if not the pollution from

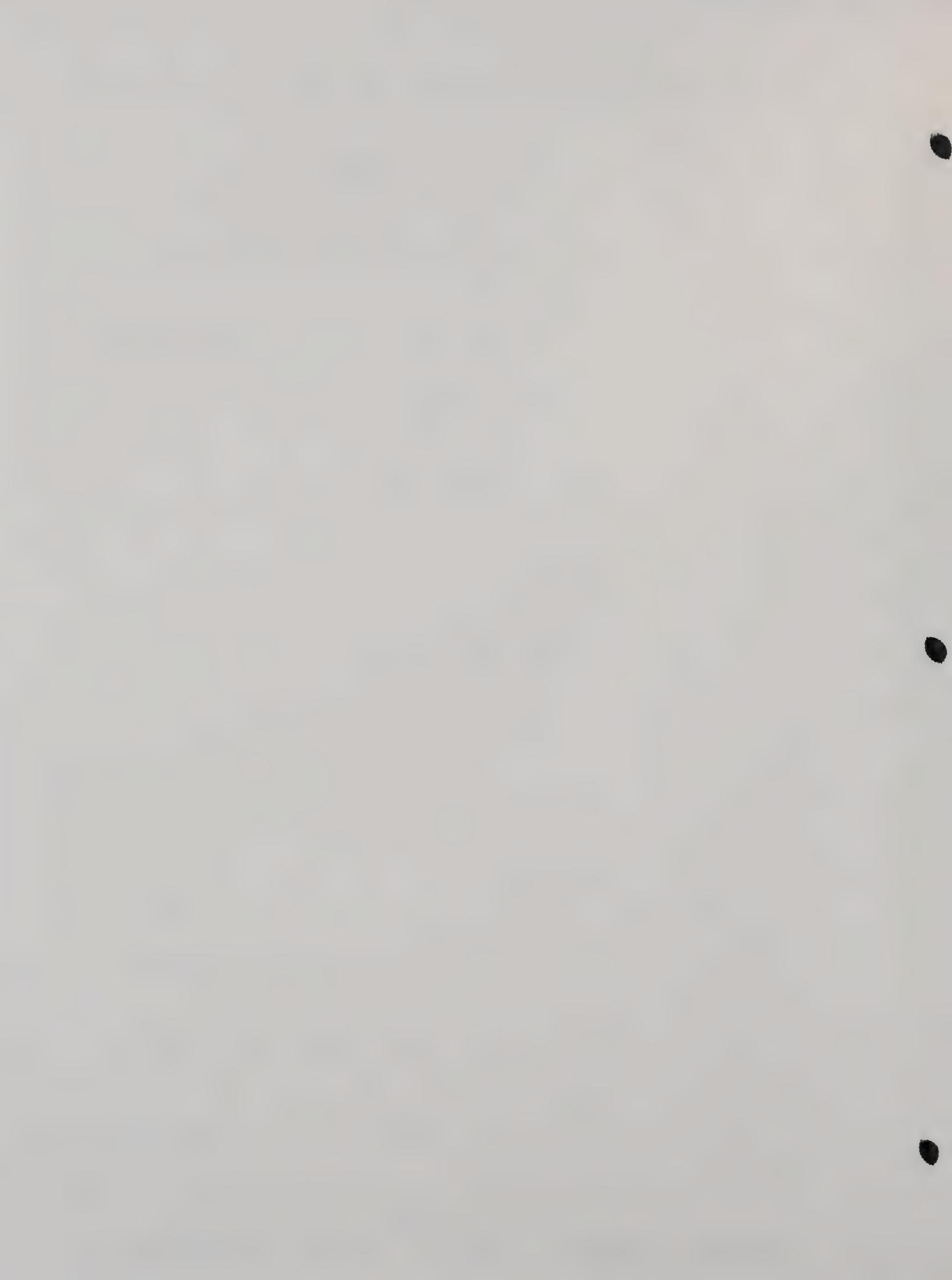


1 the cars. And down around
2 Wasington is fantastically heavy.

3 So I think that has to be addressed
4 those ill effects.

5 I do feel that in other words,
6 I'm personally for the concept. I
7 think it's going to come. I do
8 feel though that with the two
9 hundred sixty-two billion we spent
10 on national defense, the three
11 hundred million that will now have
12 to be appropriated to finish off
13 the Somalian war, that our
14 government some day will have
15 requirements by our congressmen on
16 anything or even in Boston for
17 hearings.

18 This should have been started
19 months ago and we should have had
20 hearings in Hyde Park say
21 Readville, Hyde Park, Roslindale,
22 Jamaica Plain, wherever it
23 concerned people and notices should



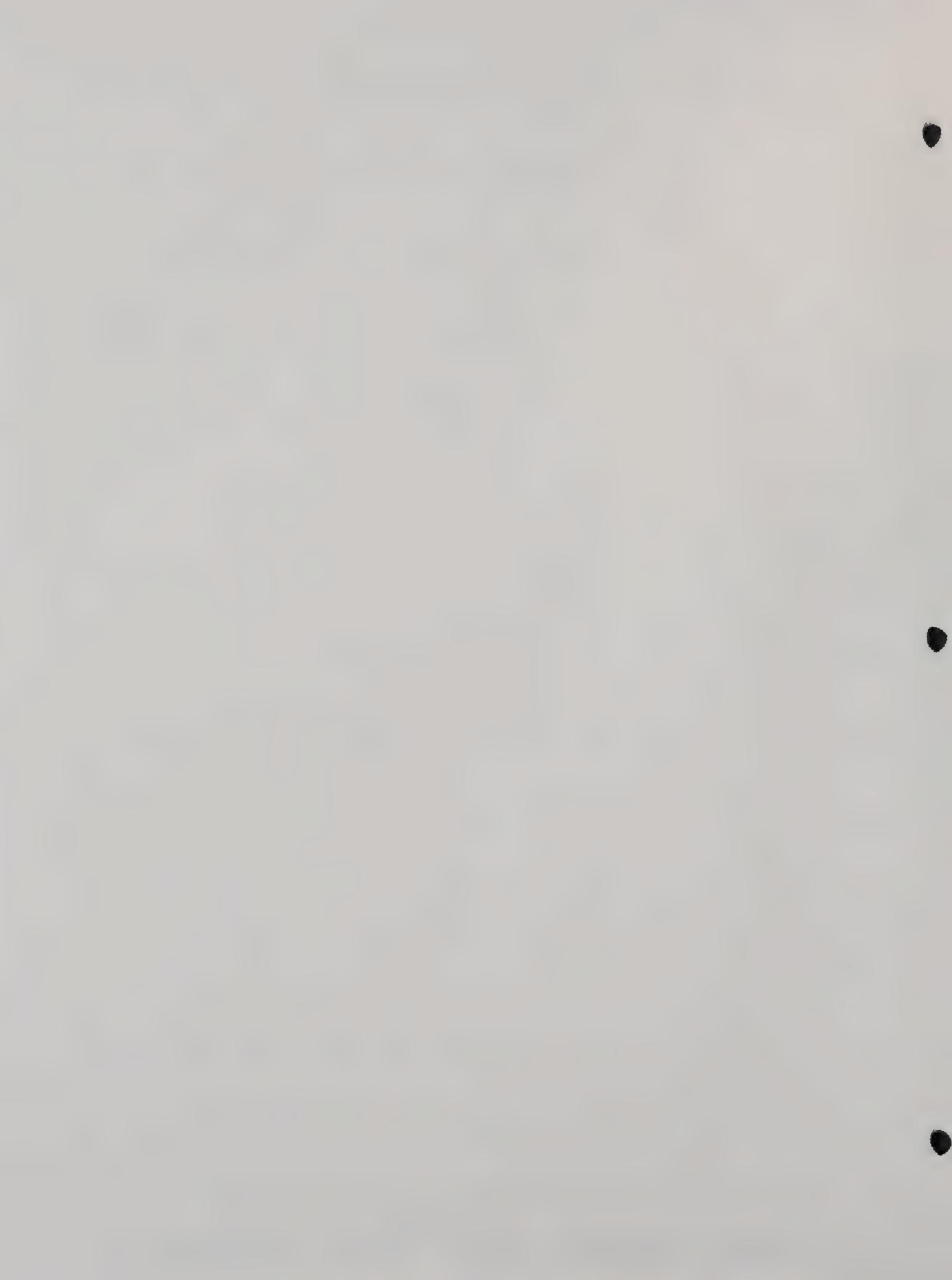
1 have mailed out as we do for the
2 census and other things to
3 everybody say three hundred feet
4 from the line, something like that.

5 I just know in some ways this
6 is what bureaucracy's about. I
7 used to say to a friend of mine,
8 we've heard about the Russian
9 Bureaucracy that collapsed
10 communism but we equal it. And I'm
11 not condemning the good people some
12 of you tonight that are here
13 tonight but I say some day we will
14 build in our laws the requirement
15 that we practice democracy more so
16 in involvement because this to me,
17 the travesty is not having this
18 thing personally. It's the method
19 again.

20 This is not a large crowd.
21 I've been at hearings in Hyde Park
22 we've had four hundred people.
23 This auditorium should be filled

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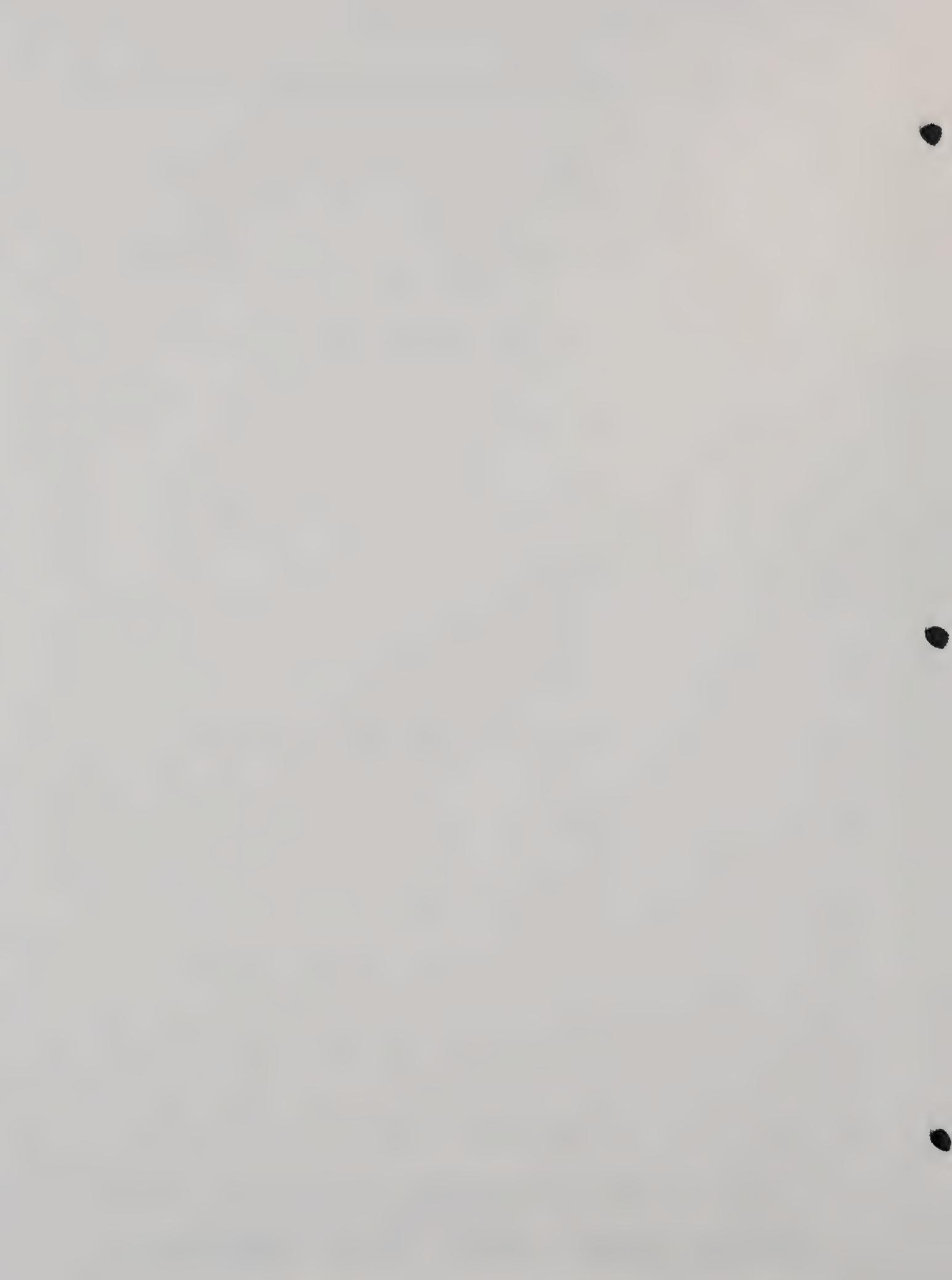
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1 and there should be an auditorium
2 filled in Hyde Park and Hyde Park
3 High School. It would have been.

4 I have friends I had no time
5 to call them tonight and they're
6 right by the rail. They're going
7 to suddenly wake up I guess in a
8 month, six months, eight months,
9 two years and all that work is
10 started along the line.

11 The way they did the process
12 in Jamaica Plain I understand my
13 wife has been involved in that was
14 the way I believe it ought to
15 continue. Maybe in the future
16 they'll get the message and we'll
17 call our Congressman Mokley about
18 this after NAFTA and I'll suggest
19 to him to set up a process all
20 along like they did in the
21 expansion of the rail line along
22 this many years where there was
23 tremendous neighborhood involved.

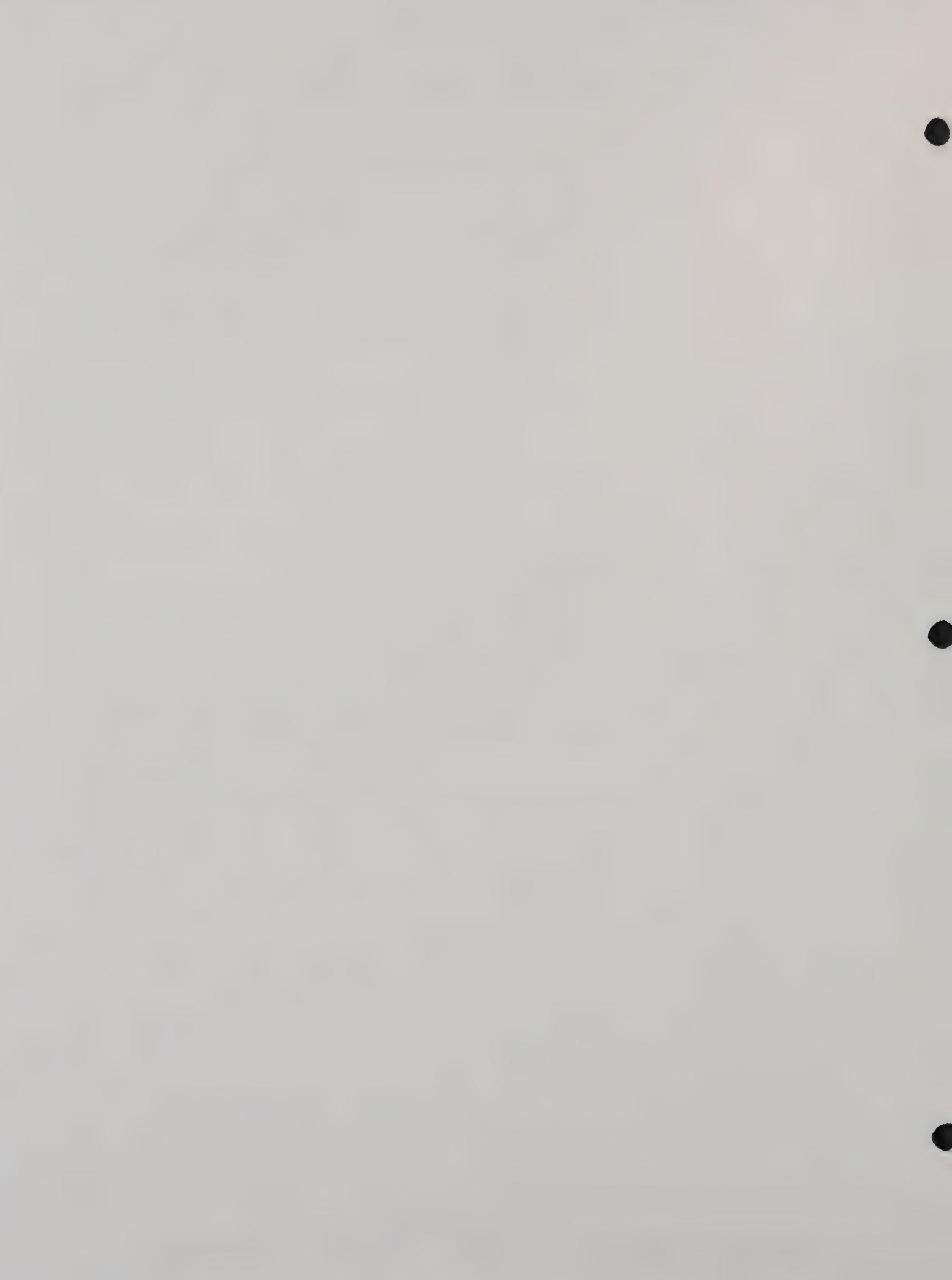


1 We didn't stop it. It came
2 about well. I'm pleased with it
3 certainly and I see great parks and
4 the depressed rail. So all I'm
5 commending is let's move from here
6 in a better fashion for the rest of
7 this and I think it will happen but
8 we must make it work as well for
9 everybody concerned here to reduce
10 any kind of pollution.

11 And I'm certainly concerned
12 about the magnetic fields and all
13 that, anything that could mitigate
14 that but I do think my own opinion
15 is it's best in the long run to
16 have more rail travel and less
17 reliance on air and auto
18 transportation. Thank you.

19 MR. LEVY: Thank you very
20 much. Next gentleman is Kenneth
21 Spolsino.

22 MR. SPOLSINO: Ladies and
23 gentlemen, excuse my back but I'd

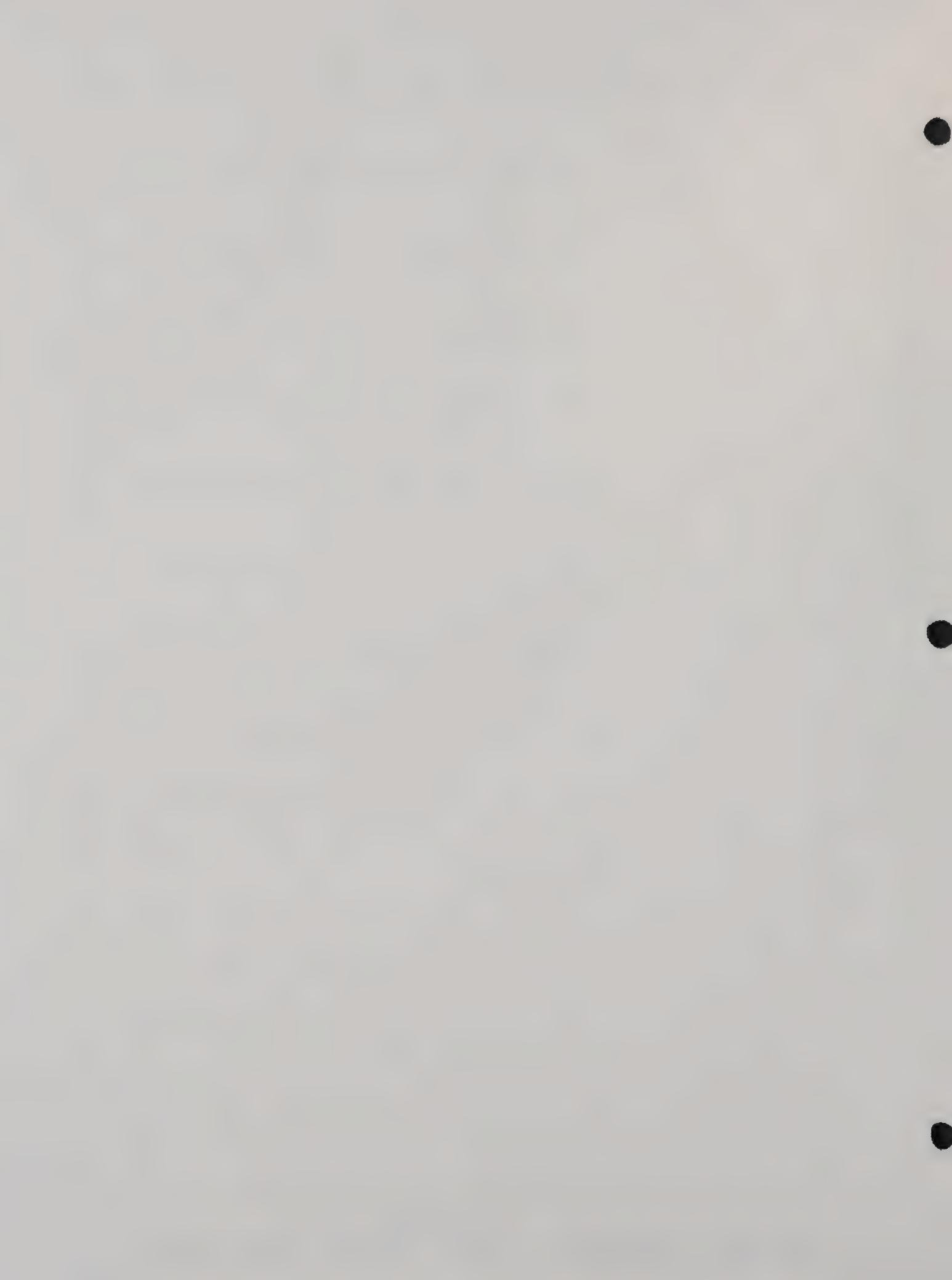


1 like to address these four men up
2 here.

3 Gentlemen, I am Kenneth
4 Spolsino. I reside at 1139 Hyde
5 Park Avenue in Hyde Park. I'm here
6 this evening to voice my opposition
7 to this proposed project of
8 electrifying the railway for the
9 Northeast Corridor.

10 Although I feel that voicing
11 my objections will have the same
12 effect as barking at the moon, bark
13 I shall. I feel this way because I
14 am certain that the MBTA and Amtrak
15 will go ahead with this project
16 regardless of what I have to say on
17 the matter.

18 Gentlemen, I'm here to tell
19 you that I'm opposed to the fact
20 that my neighbors and I shall be
21 subjected to the noise and
22 pollution from fugitive dust out of
23 the construction process of this



1 project.

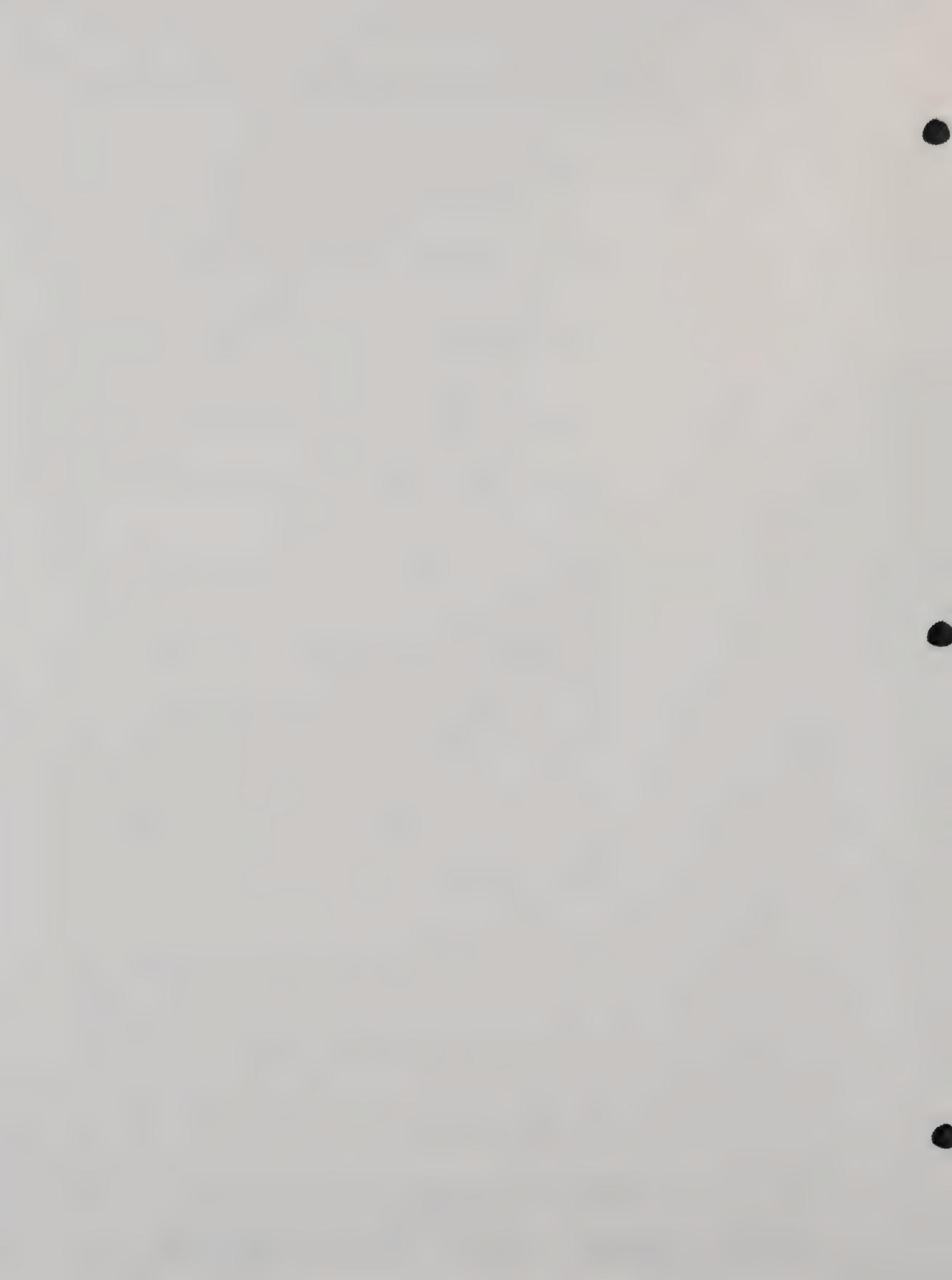
2 And I'm skeptical that the
3 trucks engaged in the activities
4 surrounding the construction
5 process will be routed away from
6 our residential location
7 considering that Hyde Park Avenue
8 has become a major trucking route
9 over the past few years.

10 I am opposed to the site
11 blight of high tension poles and
12 lines in close proximity to my
13 backyard. And I'm weary of the
14 possible health hazards posed by
15 living in such close proximity to
16 the dozens of EMF emitted by these
17 high tension lines.

18 I'm also opposed to being
19 subjected to the constant buzzing
20 noise emitted from the transformers
21 of these lines which seem to become
22 a common characteristic to all high
23 voltage lines.

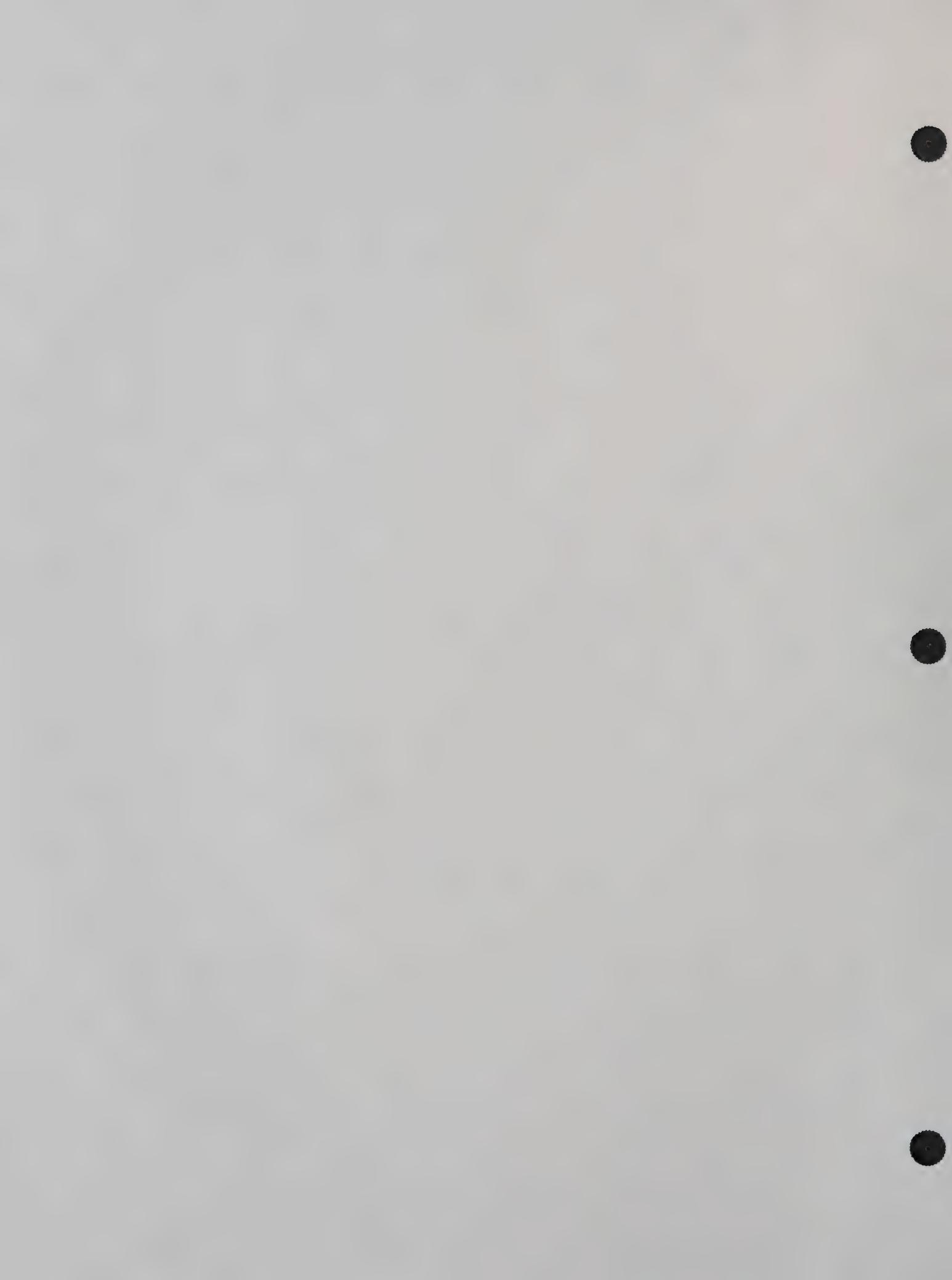
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1 I'm opposed to trains running
2 in greater numbers and at high
3 speeds in such close proximity to
4 my residence. I feel that Amtrak
5 and the MBTA have done little to
6 mitigate the problems of the
7 current diesel engine transports
8 and will act with a similar
9 non-caring attitude with any
10 foreseen and unforeseen problems
11 endemic to a project of this
12 magnitude.

13 Both entities have a
14 reputation of being poor neighbors
15 in this area and show no effort or
16 desire in changing to date. I feel
17 that Amtrak and the MBTA are
18 standing on one side of the table
19 playing a sort of high stake show
20 game with the government on the
21 other side of the table. And once
22 again, the public is playing the
23 part of the pea.



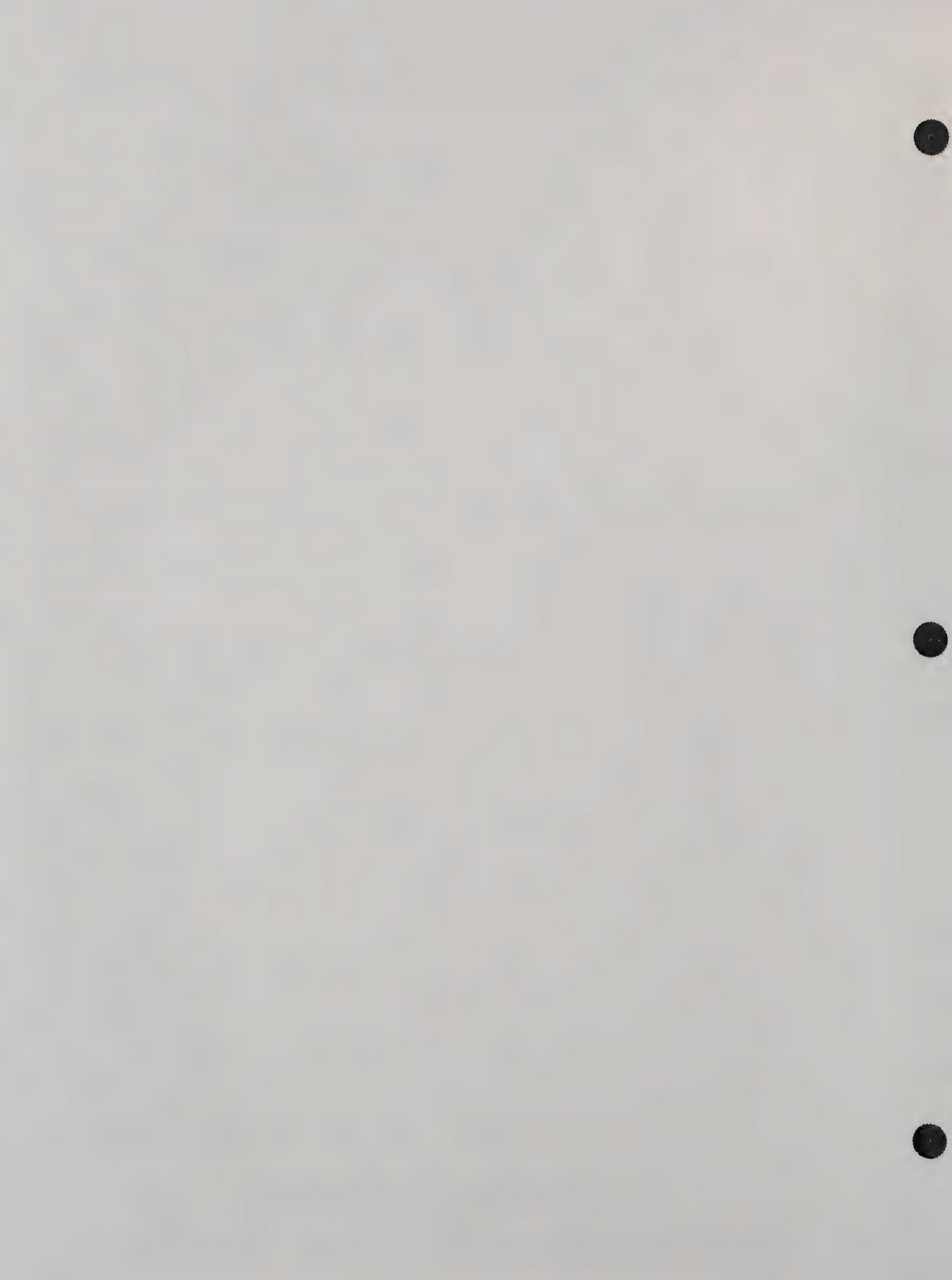
1 I am appalled at the lack of
2 information disseminated to the
3 public with regard to this project.

4 I am tired of bureaucrats and the
5 representatives of the bloated
6 bodies of the MBTA and Amtrak
7 telling me what is good for me. I
8 know what is good for me and no
9 sugar coated environmental impact
10 study you can offer will change my
11 mind.

12 I hope that all the parties
13 concerned will stop wasting money
14 and time on this poorly conceived
15 Northeast Corridor electrified rail
16 project. Thank you.

17 MR. LEVY: Thank you. Sam
18 Conti.

19 MR. CONTI: I was going to
20 speak but Mr. Spolsino spoke for
21 me. I'm opposed to this whole
22 thing myself. Thank you very much,
23 gentlemen. My name is Sam Conti,



1 C-O-N-T-I.

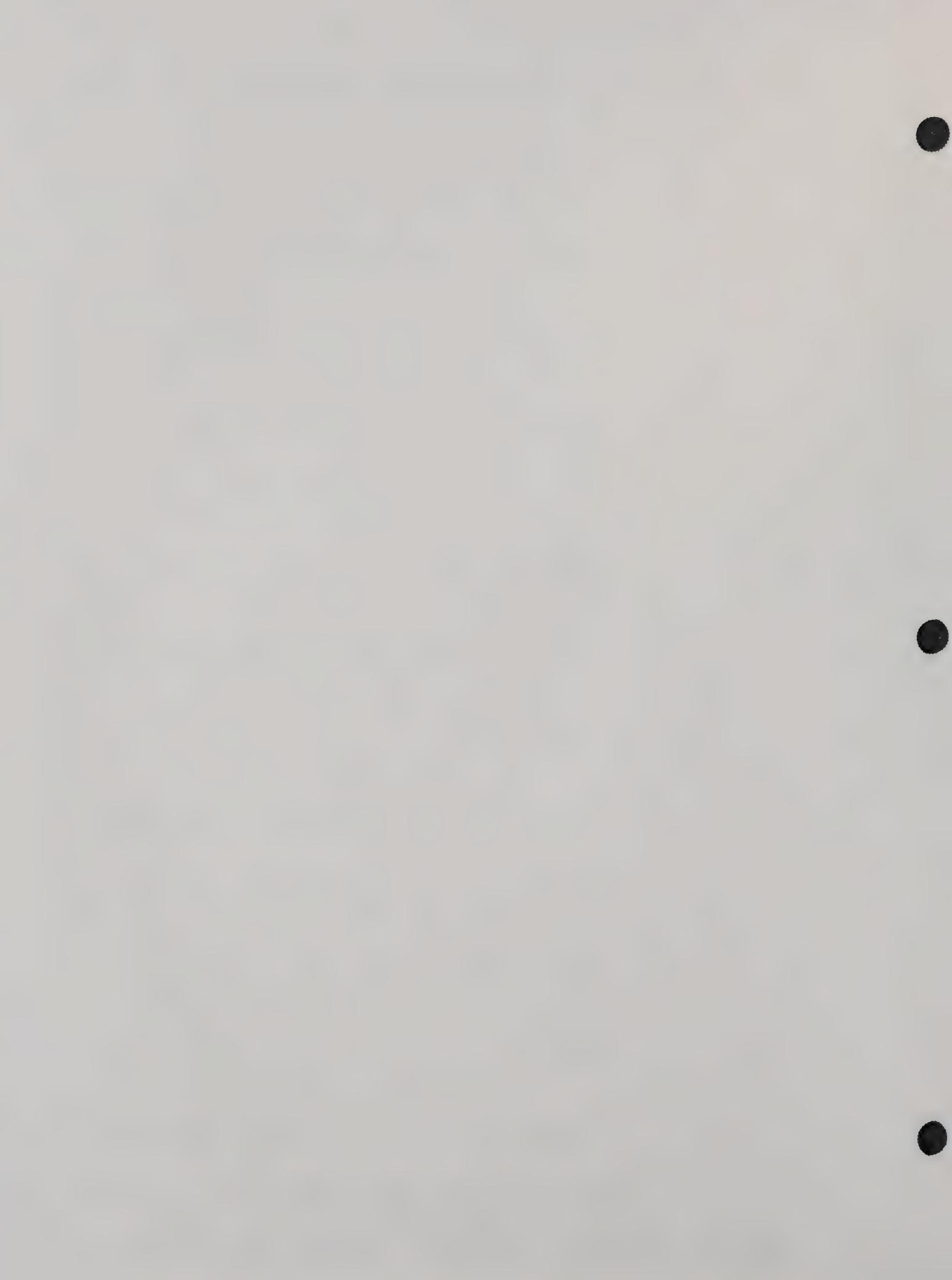
2 MR. LEVY: Got it. Thank
3 you. Mr. Joe Heisler.

4 MR. HEISLER: My name is Joe
5 Heisler. I live at 33 Harrison
6 Street in Roslindale. I'm here
7 representing the unit owners of
8 Dale Village Condominiums.

9 I chair a local task force.
10 They're called the Dale Village
11 Rail Noise Task Force and I'm happy
12 to see so many of my neighbors here
13 tonight. I just have a few
14 comments.

15 My wife and I have been
16 following this process for a long
17 time and I think you know my
18 sentiments and Mr. Spolsino
19 expressed many of them, that the
20 process itself is somewhat of a
21 sham.

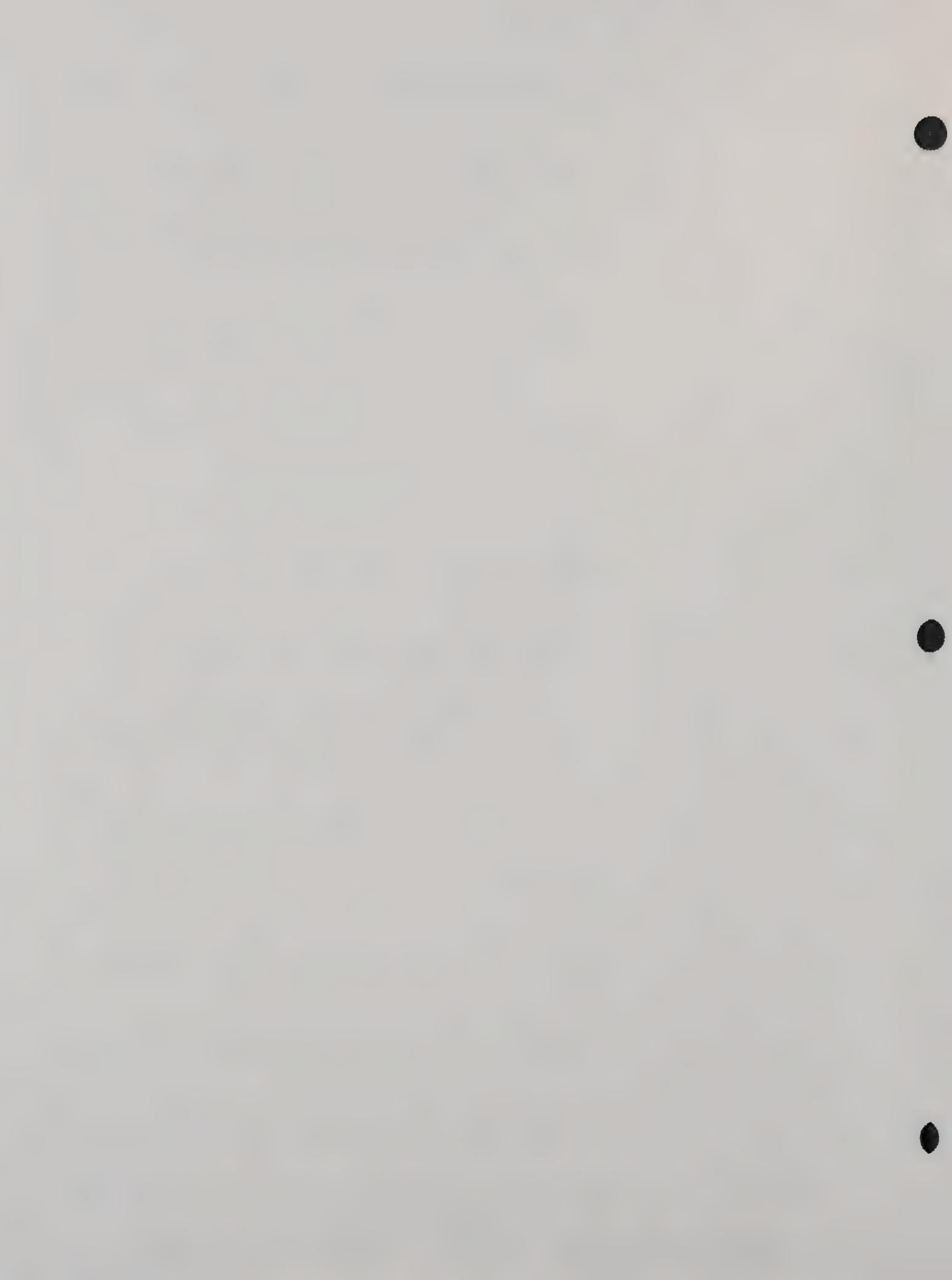
22 You never reached out to the
23 community to really truly get their



1 feelings on this. Nonetheless,
2 we'll continue to play this charade
3 because it's the process and we
4 have to work that process if we
5 want to be heard. So thank you.

6 I guess I have one big
7 question. I'm looking at your
8 draft environmental impact
9 statement very nicely done. My
10 question is: Can you get your
11 money back? I'm sorry, Mr. Levy, I
12 guess you were involved in putting
13 it together but I see several
14 problems with the study and I want
15 to hit on them.

16 I will be submitting written
17 testimony later but I do want to
18 hit on a few points which I think
19 are pertinent to this whole process
20 and that is the record of the
21 applicant in this case Amtrak, you
22 looked at all of these various
23 environmental factors but what I

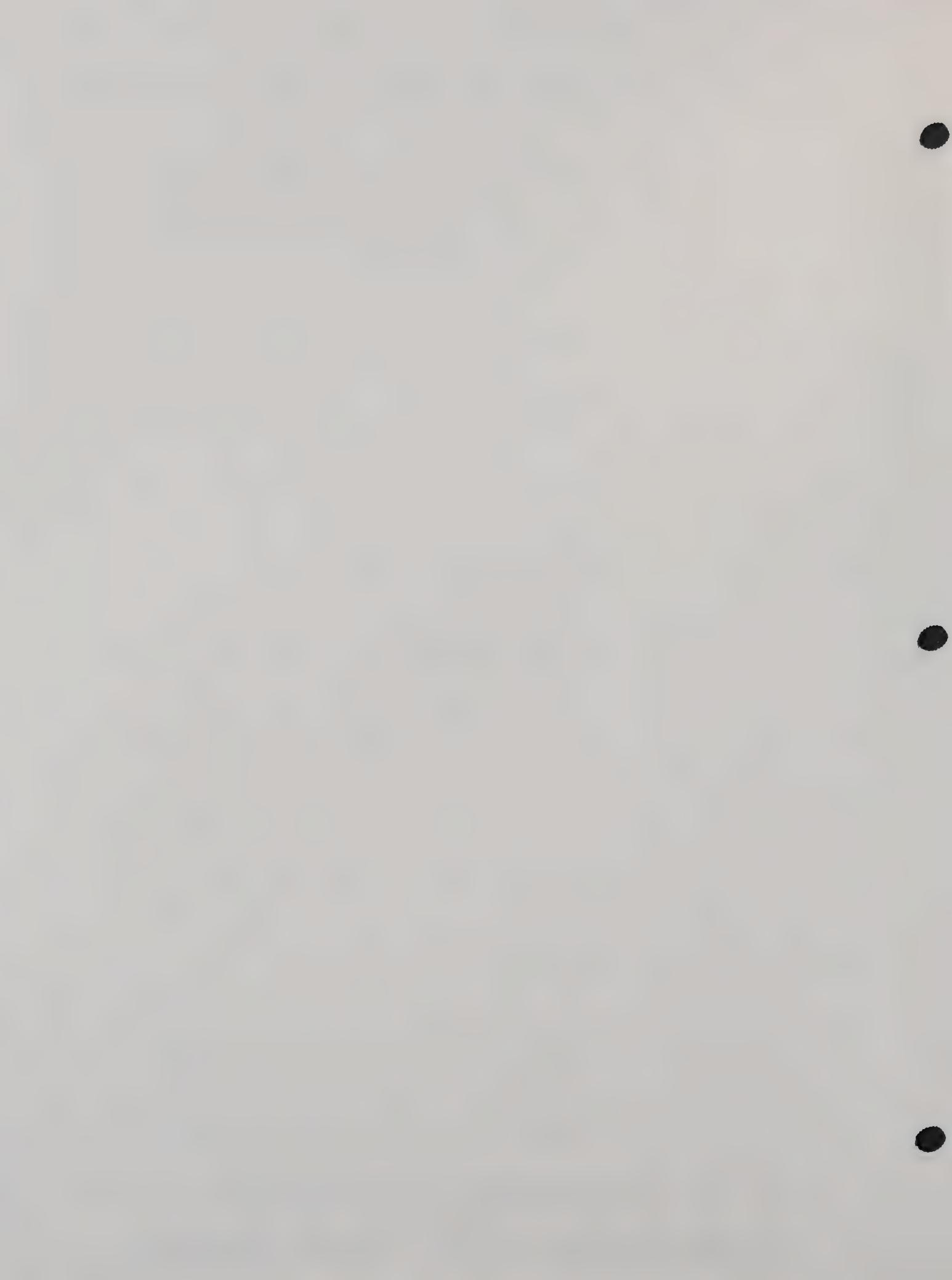


1 really think you failed to look at
2 was the management and operational
3 record of Amtrak.

4 They are historically and they
5 continue to show a very poorly
6 managed entity. And this whole
7 thing is predicated on them doing
8 what they say they want to do and
9 their track record in that regard
10 is not very good.

11 I just want to bring up a
12 couple things and I want to submit
13 this to you because this was my
14 favorite. I clip articles about
15 Amtrak every time I see it. And I
16 thought this one was the best but
17 it's not the only one. There's
18 several, some more tragic than
19 others.

20 But this is Portland Oregon,
21 Amtrak apologizing issue refunds to
22 dozens of junior high students who
23 took a train trip with a group of

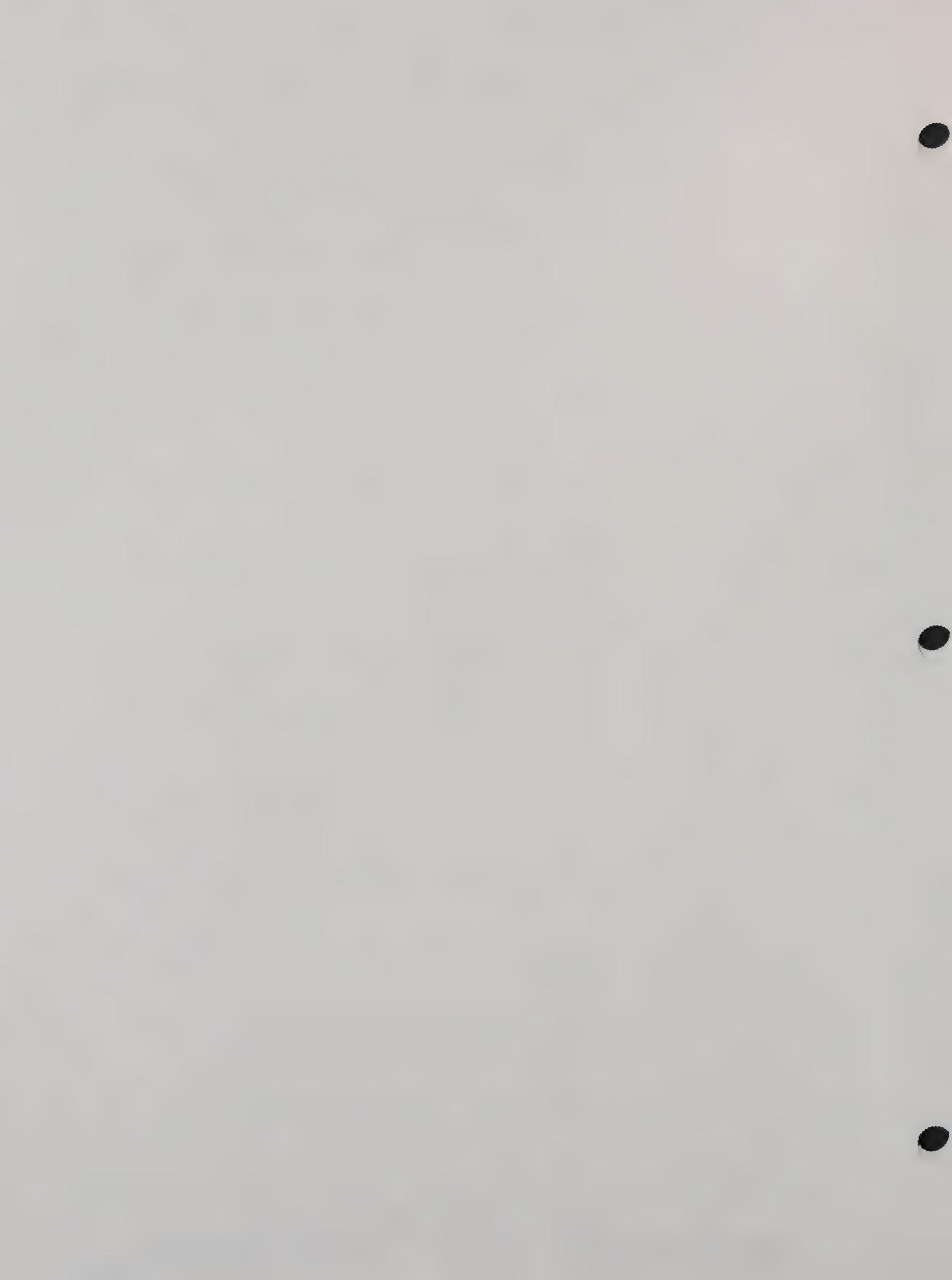


1 rowdy grown-ups playing strip poker
2 on the train.

3 I mean, it's funny but it's
4 sad and it's just one of many
5 problems that Amtrak has and I'm
6 not sure you really looked at that.
7 I'm not sure you really looked at
8 the record of Amtrak and whether
9 they are a good candidate to even
10 build and operate this line given
11 their history.

12 A couple other points I just
13 want to hit on and I'm going to
14 relinquish the microphone and that
15 is the failure of the study to
16 really adequately address and
17 accurately address certain points.

18 I submit for the record the
19 study that was done by Athentec
20 (phnetic) Incorporated. It's a
21 noise impact evaluation and
22 abatement recommendations for the
23 Northeast Corridor train operations

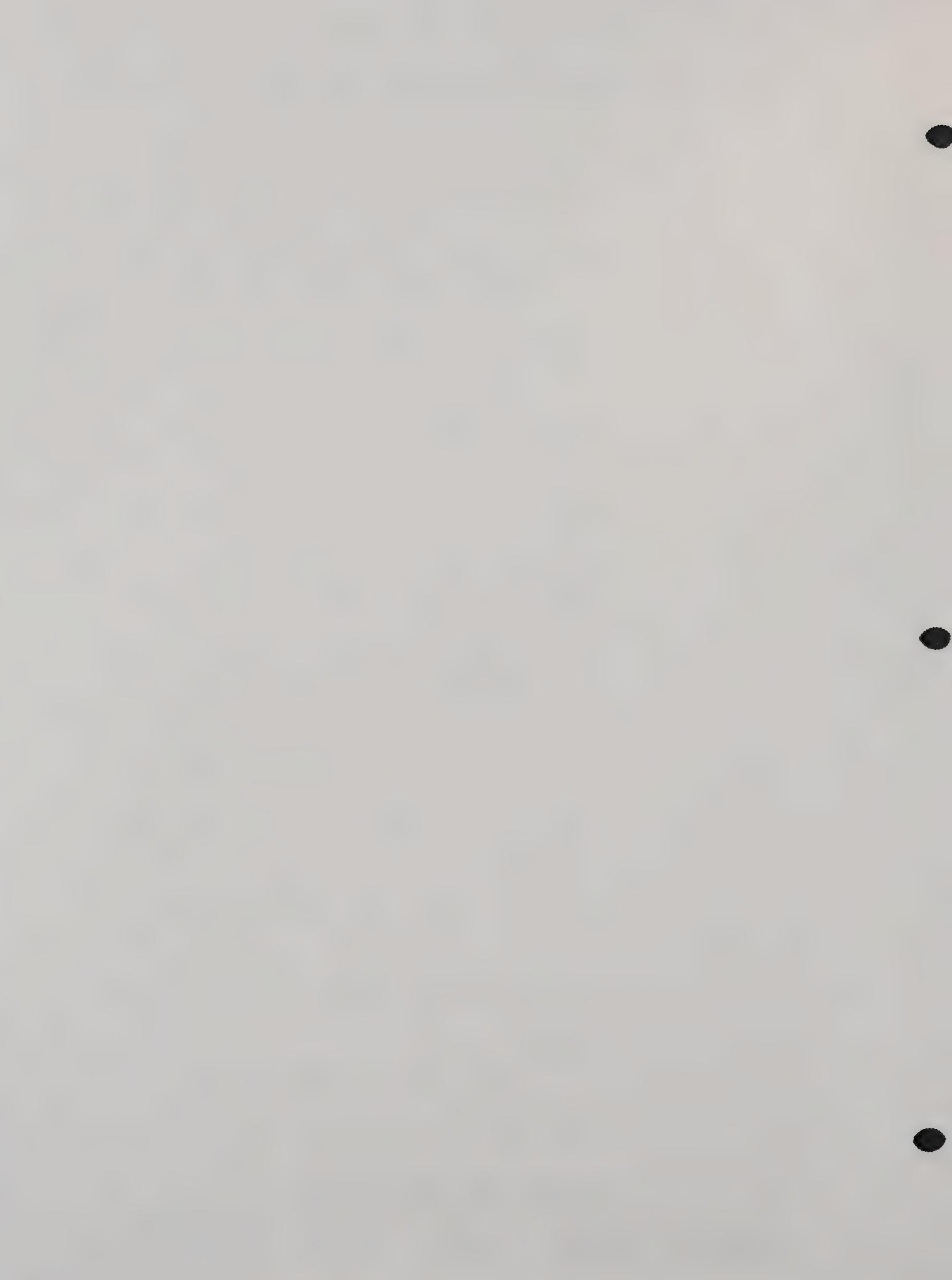


1 between Dedham Manor and Jamaica
2 Plain. I believe this was done for
3 Amtrak with funding from congress.

4 This study which was just
5 released, I hope you'll consider
6 this as part of the review process,
7 says something different about
8 noise than the study that you have.
9 And all of you that are here from
10 Dale Village in particular and I'm
11 sure many of you along the line
12 know that the noise problem is
13 outrageous. It is outrageous.

14 This study which congress did
15 said there's six hundred and
16 eighty-two I believe households
17 between Forest Hills -- I'm not
18 sure if they went beyond Forest
19 Hills -- to Dedham Manor that have
20 noise levels beyond the acceptable
21 decibel level.

22 This study compiled by
23 DMJM/Harris on behalf of the

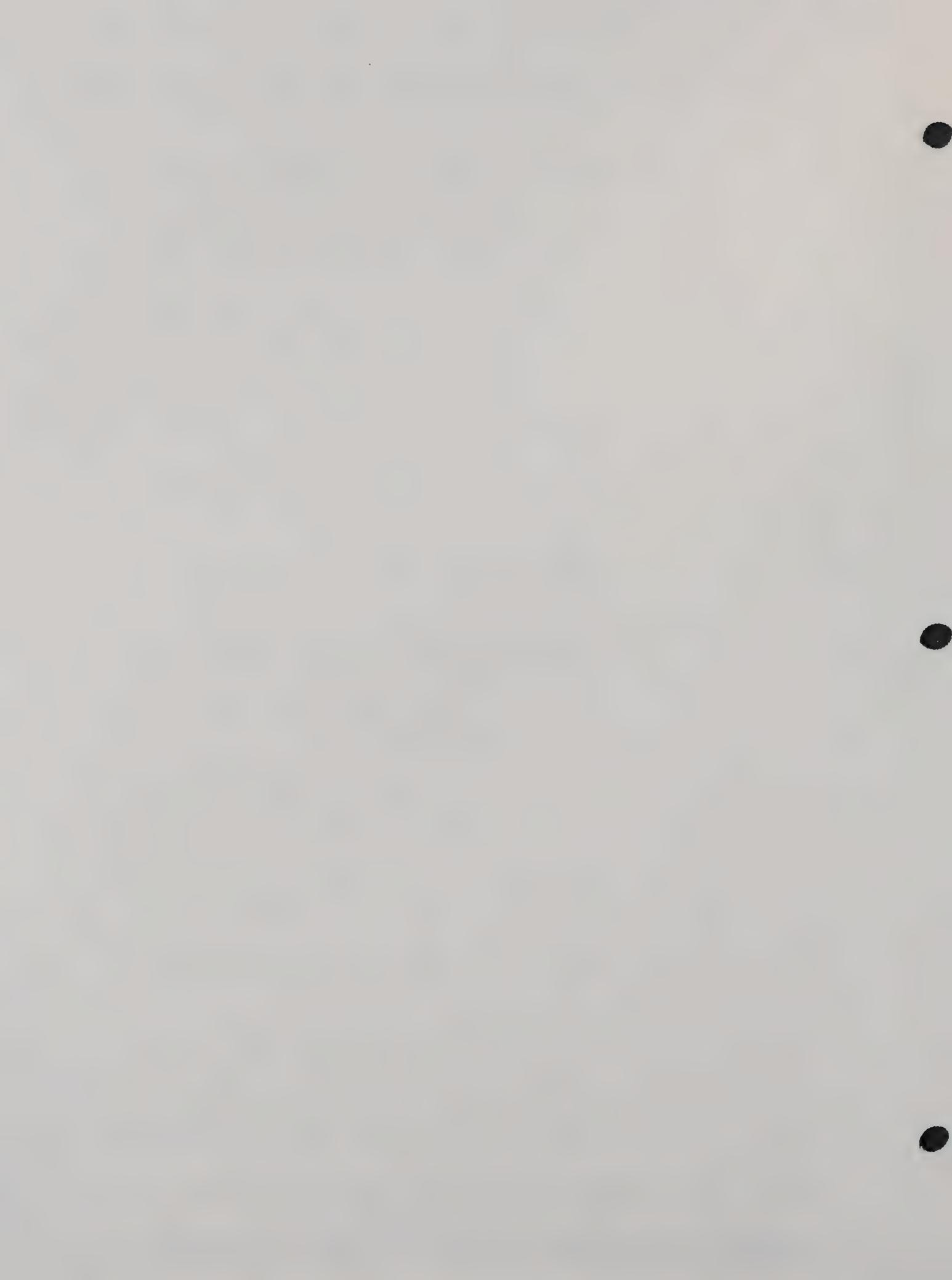


1 Federal Railroad Administration
2 says there's only a hundred and
3 twenty-seven households in the
4 Boston section of the line that
5 will have noise impacts.

6 The one in particular I find
7 very interesting -- Sam, you'll be
8 pleased to know that they finally
9 discovered you have a noise problem
10 down in Hyde Park -- but up in my
11 neck of the woods which the
12 congressional studies showed the
13 noise levels regularly exceeded
14 ninety decibels.

15 They failed to make light of
16 in this report. And what that
17 tells me -- I'm not a scientist,
18 I'm not a doctor, anything like
19 that, it makes me question many
20 other things.

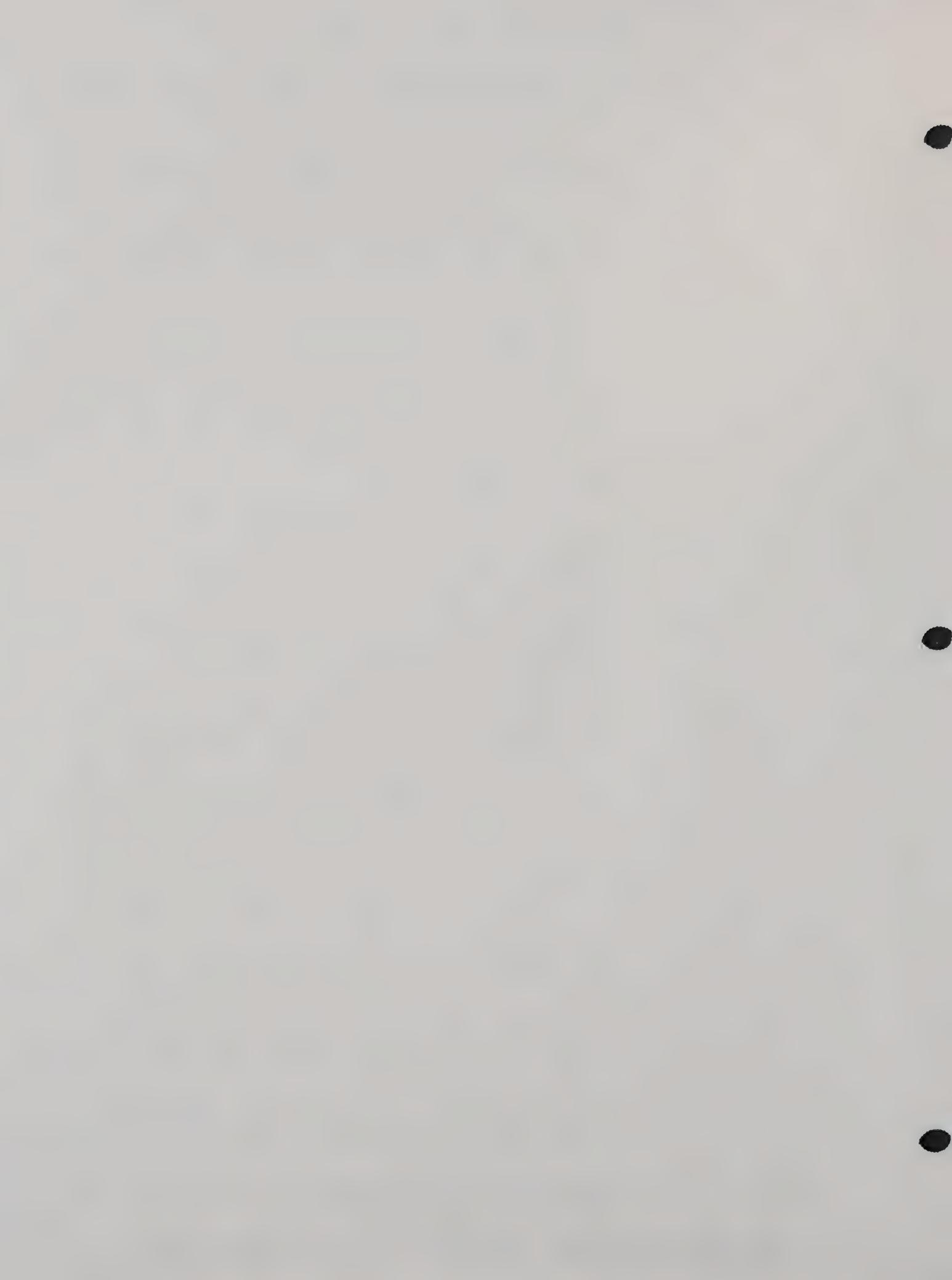
21 The other point that I will
22 bring up which leads me to question
23 this report is it says with regard



1 to vibration that Amtrak and this
2 whole process will have no impact
3 within the City of Boston, within
4 the city limits of Boston. I would
5 suggest and I've told you this
6 before, why don't you come up to my
7 second floor bedroom and feel the
8 floor shake?

9 My neighbors, I know the
10 situation is even worse. Yet, when
11 you did your study, your test site,
12 your closest test site was
13 Readville. You didn't even come up
14 this way if I'm reading the study
15 correctly. Again, it just leads me
16 to question the veracity of the
17 report.

18 One last thing I really want
19 to address and I think this -- I
20 really want to address this more to
21 the audience than these officials
22 here tonight that strikes me about
23 this whole process is the deafening

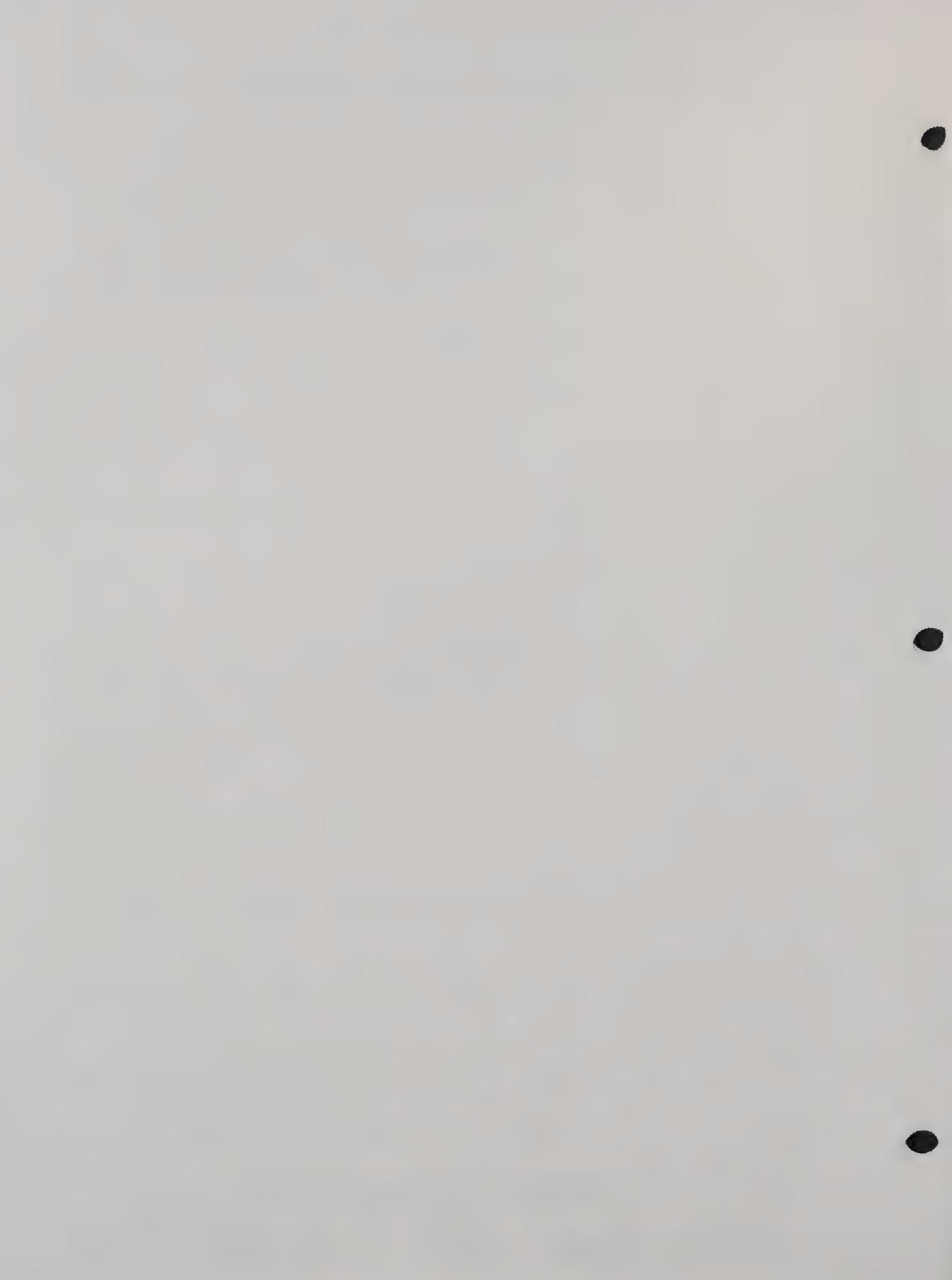


1 silence of our public officials.

2 I don't know if you see any of
3 -- this is a state, federal review
4 process. I don't think if you see
5 any of your state officials here or
6 much less federal officials.

7 I will just tell you, I just
8 want to share one anecdote with you
9 and this is -- I called Congressman
10 Mokley's office and I talked to a
11 gentleman there from the
12 congressman's office and I told him
13 about the problems we were having
14 out here and I said that something
15 had to be done.

16 And his response to me was
17 well, if we help you then people
18 will expect us all along the line
19 to help them. Well, I'm not sure
20 he realized how absurd that sounded
21 but I think that's the attitude
22 that many public officials have and
23 they're not going to change that

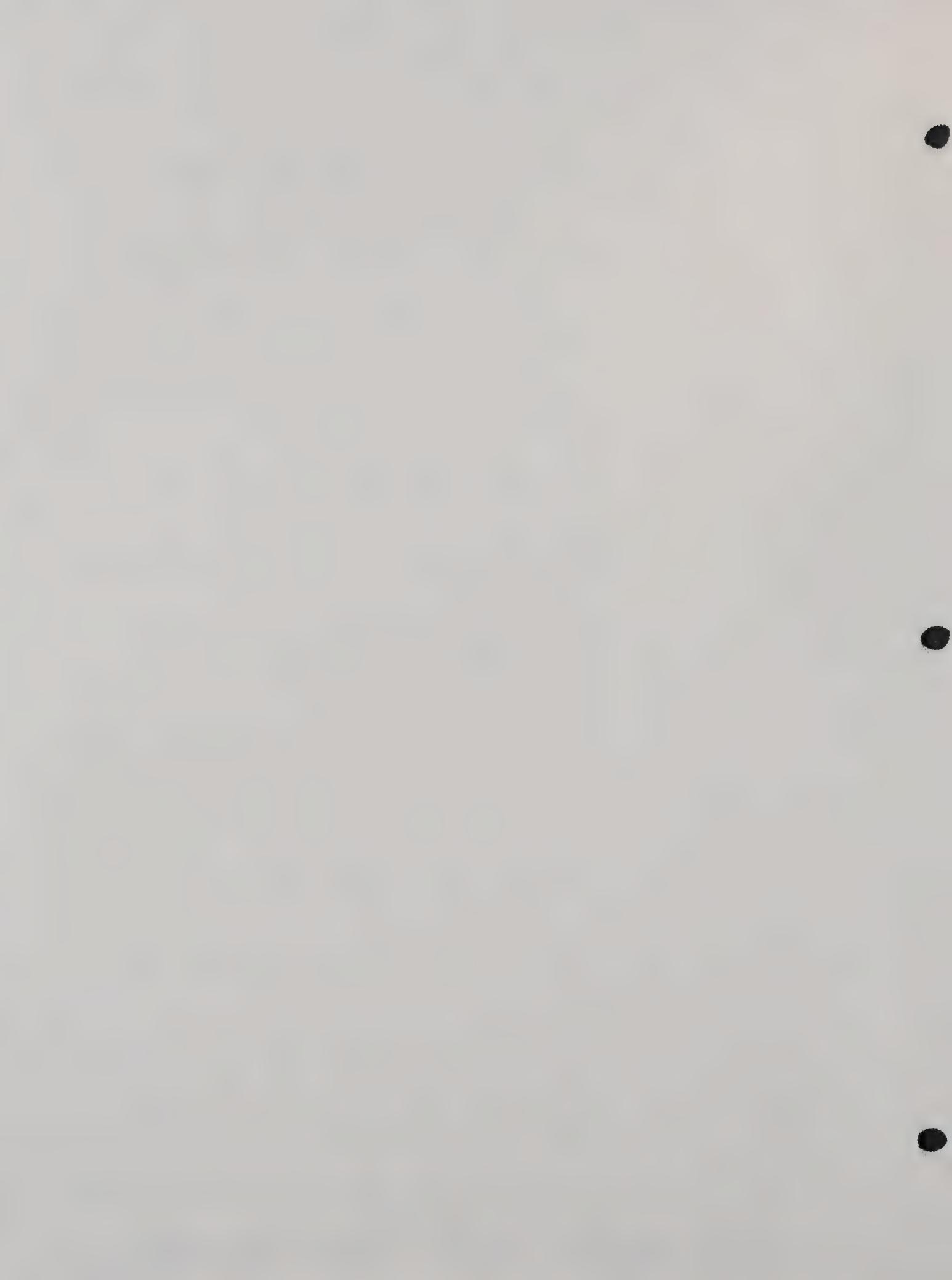


attitude unless they hear from you.

Having said that, I just want to say that I think that response is kind of symbolic of this whole process. And what it is is Amtrak and really the FRA is a partner in this. Don't be deceived in thinking that they're some kind of unbiased, regulatory authority. They're there to regulate railroads and the more railroads that are there, the more they get to regulate.

But they're asking people within the neighborhoods, the City of Boston and beyond, I'm not familiar with their specific problems but they're asking you to give up what little solitude you may have.

They're asking you to
surrender your concerns on safety
that you might have, to gamble with

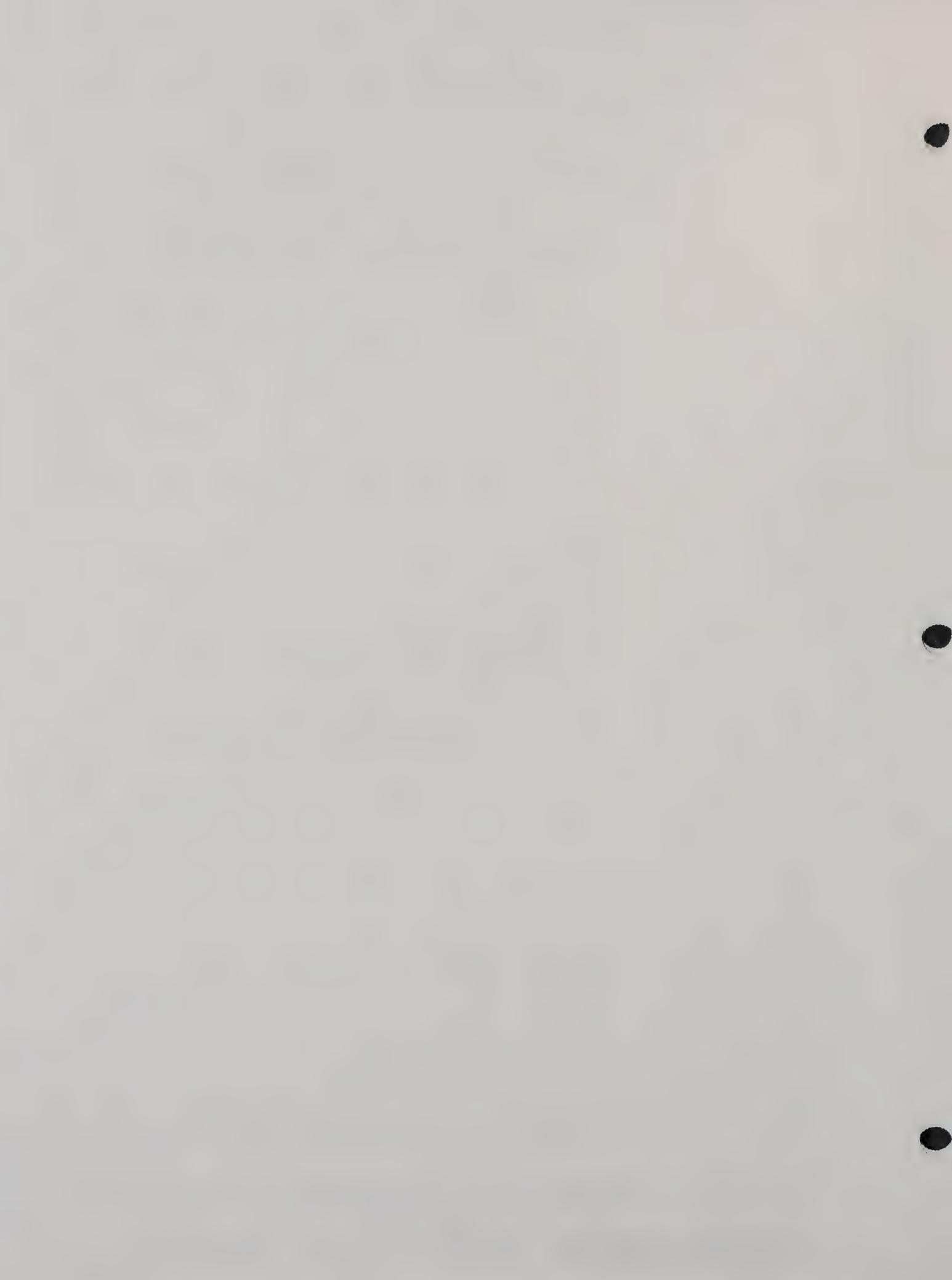


1 the health of your children and it
2 just strikes me that they're not
3 offering anything in return.

4 They're not giving anything
5 back to the community and it's
6 another example of kind of
7 government byfeat. We already
8 gave. We pay our taxes and our tax
9 money is going to build this
10 project. This is all money that's
11 going to be appropriated by the
12 congress. So it is your money.
13 You do have a say in it and I hope
14 to see more people get involved.

15 I just want to say one last
16 thing with regard to the study and
17 then I will stop and that relates
18 to the whole issue of
19 electromagnetic fields. And I
20 offer one more article that was in
21 the Boston Globe.

22 It says -- the headline is EPA
23 Urges Study of Health Risks Posed



1 by Electromagnetic Fields. I do
2 not believe we know what the impact
3 -- what the effect of EMFs are.
4 It's serious enough that the
5 Federal Environmental Protection
6 Agency has suggested that a major
7 study be done.

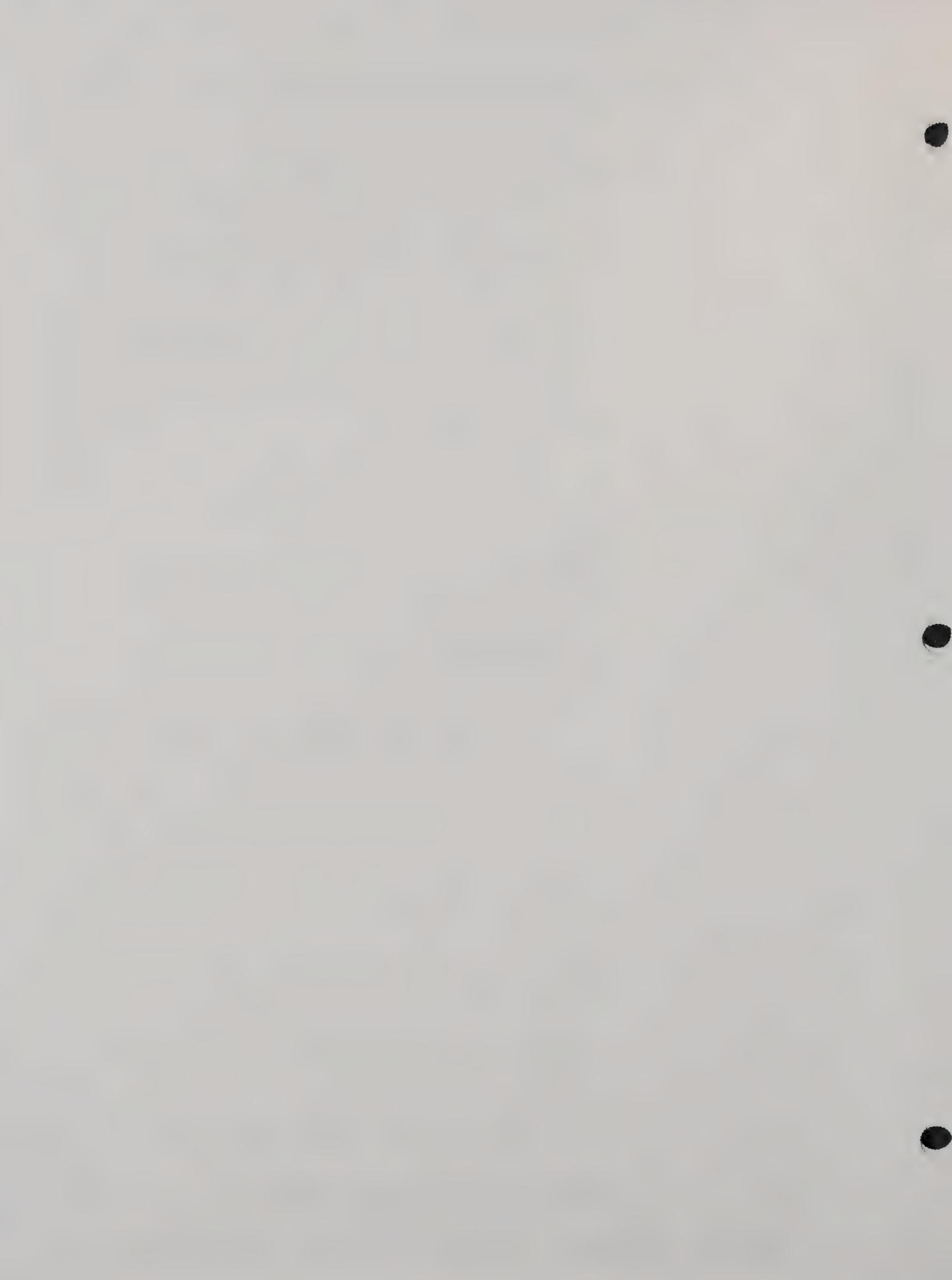
8 I would ask the FRA to
9 postpone any action on this, to
10 reject the proposal if necessary,
11 send it back for more study until
12 we know more about the effect of
13 EMFs.

14 I'm not an alarmist, never
15 have been, don't like health food
16 but I've got a three year old
17 daughter and I refuse, I refuse to
18 have her become a guinea pig for
19 national transportation planners in
20 Washington who want to make
21 themselves look good. I refuse to
22 do that. Thank you.

23 MR. LEVY: Thank you. Ms.

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1 Terry Heisler.

2 MS. HEISLER: Hi, my name is
3 Terry Heisler and I'm a homeowner
4 in Roslindale and we've been living
5 there for five and a half years.

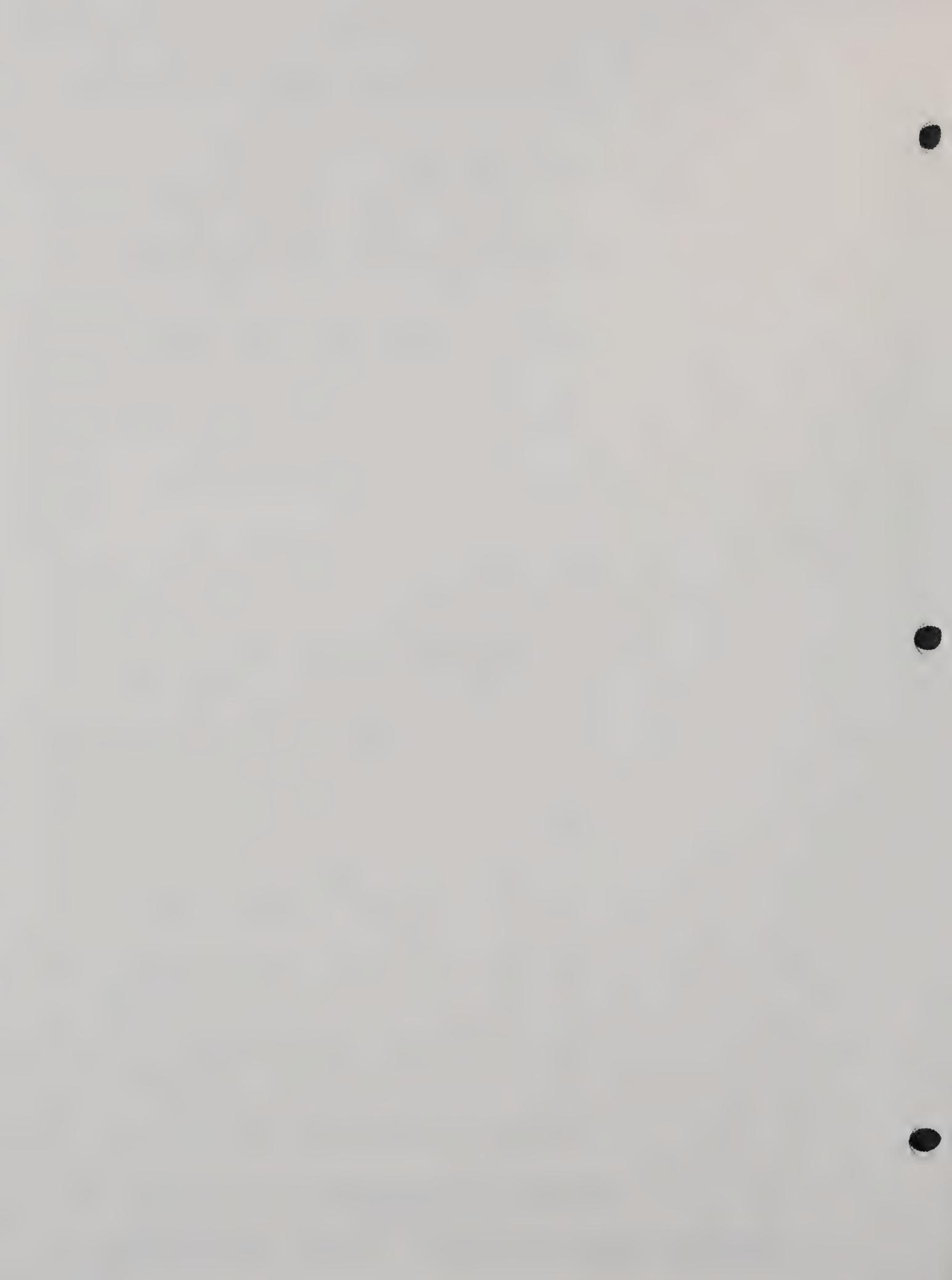
6 And this is probably the third
7 meeting that I've attended with
8 this particular group on this
9 issue.

10 Going back a couple years ago,
11 we were at a meeting and I'm going
12 to reiterate some of the facts that
13 I brought up at that meeting two
14 years ago it must be now. Could
15 you help me out? That one over
16 in --

17 MS. KOUTALIDIS: '91.

18 MS. HEISLER: At that time
19 Amtrak was already looking ahead to
20 the future and they were going work
21 on the tracks. Our property is
22 about forty feet from the tracks.

23 Already we have been affected by

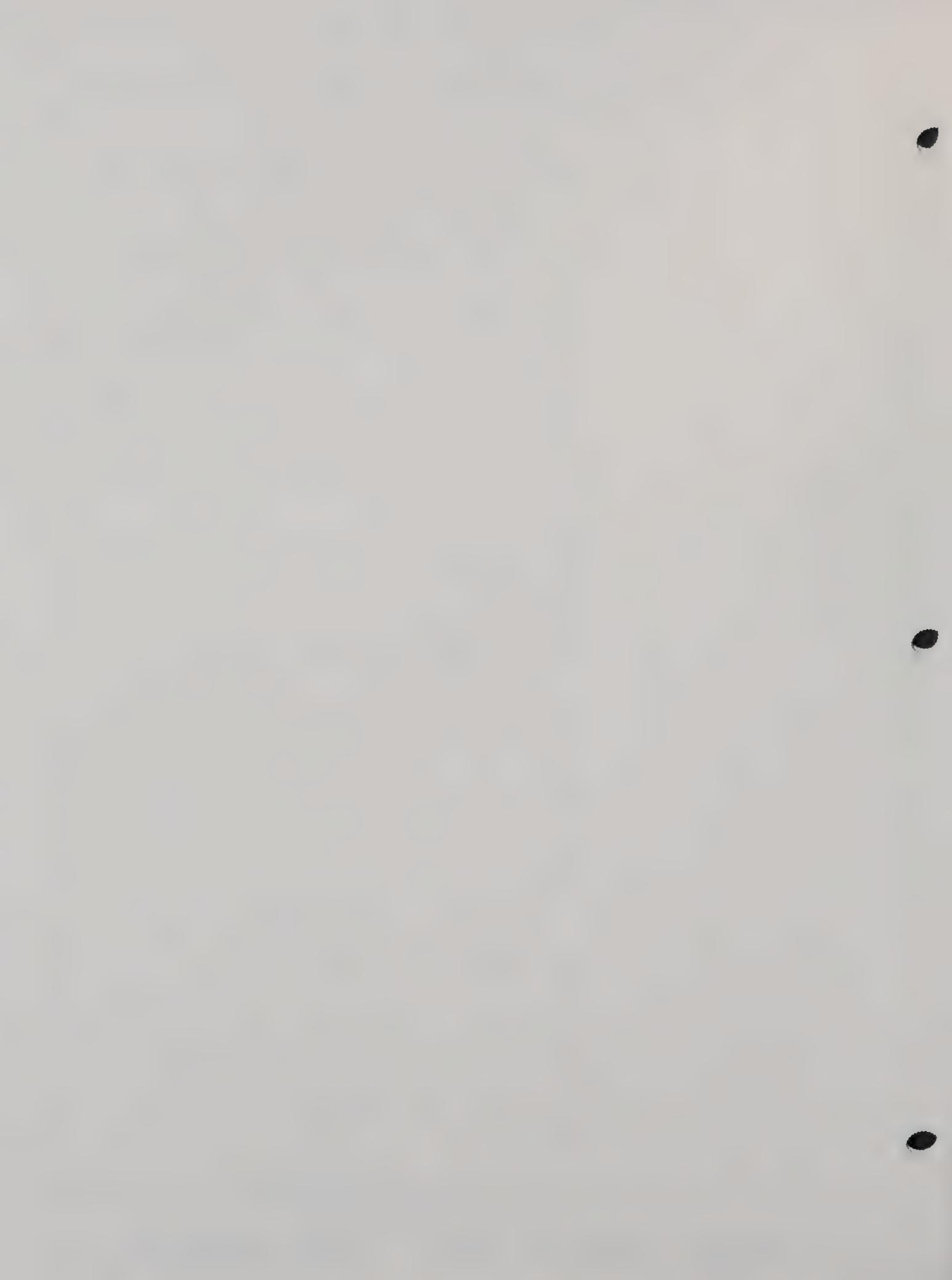


1 the noise level and the vibrations.

2 Amtrak and the MBTA both know
3 that these conditions exist and
4 they know that these unacceptable
5 conditions have existed for quite
6 some time. Neither Amtrak nor the
7 MBTA have made any changes to
8 correct that problem that exists
9 there.

10 Neither Amtrak nor the MBTA
11 have gone to congress and tried to
12 get dollars to erect sound
13 barriers. Neither Amtrak or the
14 MBTA when I wrote them a letter or
15 phoned them on several occasions
16 paid any mind to whatever I had to
17 say.

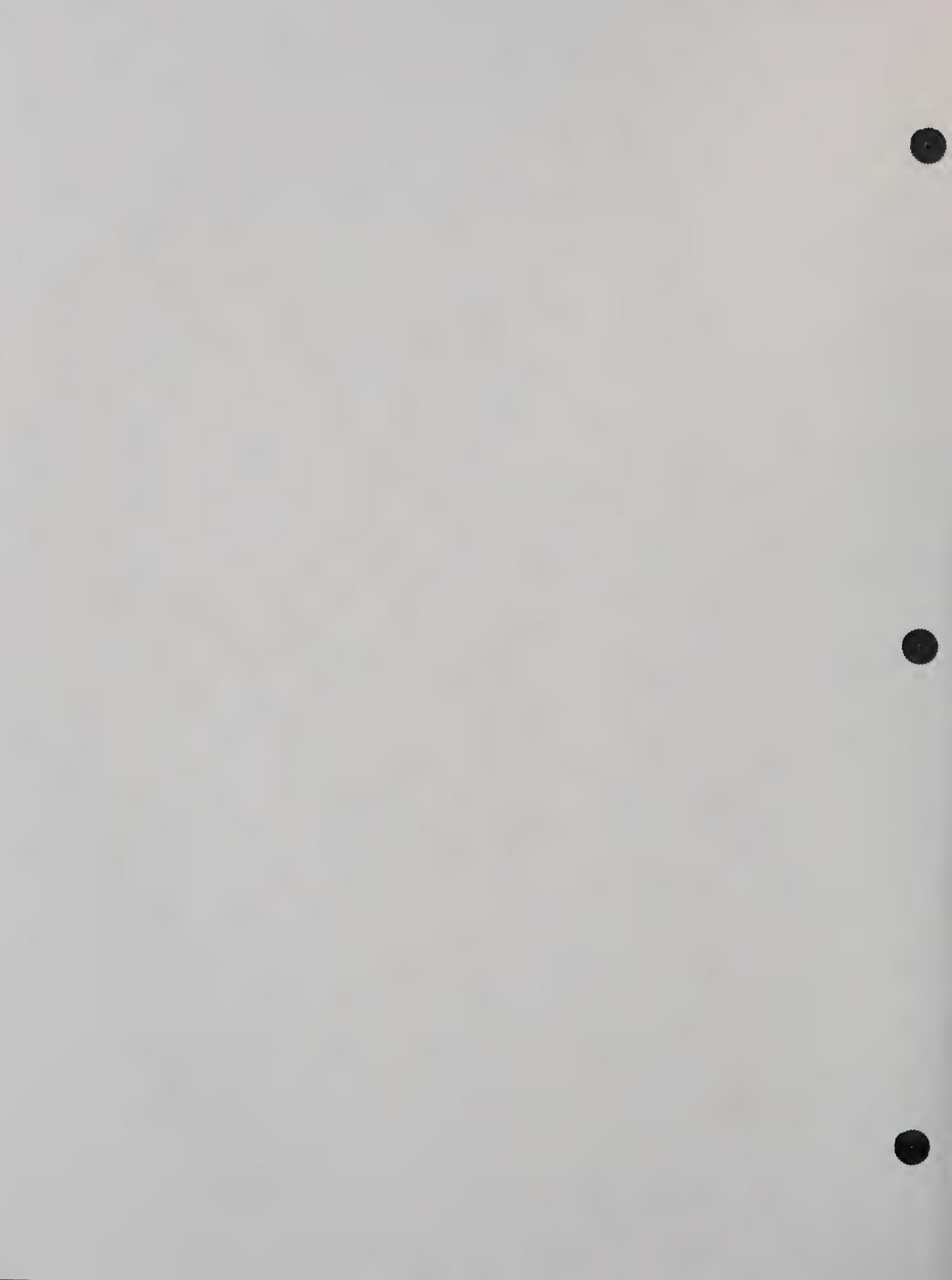
18 There were suggestions made to
19 put trees up. There were
20 suggestions to please do something,
21 please help us homeowners that live
22 here and our property abuts the
23 tracks.



1 We knew that when we bought
2 the home but we did not know what
3 kind of neighbors Amtrak and the
4 MBTA were going to turn out to be.
5 If I did what Amtrak and the MBTA
6 did to one of my neighbors on a
7 consistent basis, I would be in
8 jail.

9 I was woken up for over a
10 two-week period, could not sleep,
11 had to leave my house, stay at my
12 parents' house because Amtrak and
13 the MBTA, they were doing work on
14 the track in the middle of the
15 night during the workweek so that
16 they did not interrupt the train
17 services that took place to get the
18 commuters or the travelers to their
19 destinations during the day.

20 They had no regard for the
21 people whose homes were right
22 there. The people that had to be
23 woken up not one night out of a



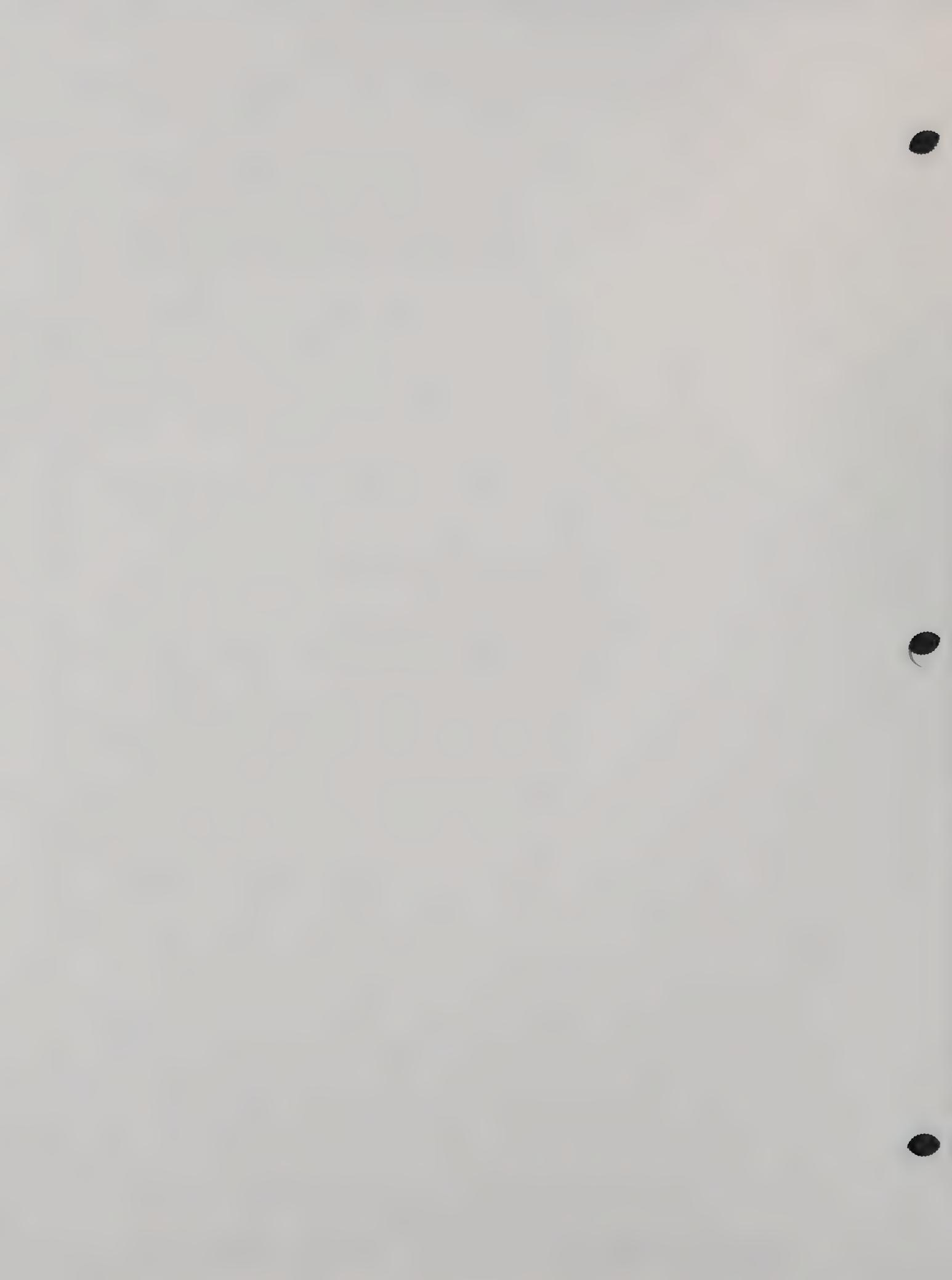
1 year, I'm talking several nights in
2 a row with flood lights that were
3 as light as this area here. The
4 light came into my home. The
5 lights were as bright as this so
6 that the men could work on the
7 tracks.

8 They had equipment out there
9 that looked like it was science
10 fiction contraptions. When we
11 would call the Amtrak and call the
12 MBTA, they just, you know, turned a
13 deaf ear. What could they do?
14 They could care less is what the
15 bottom line is. They really did
16 not respond.

17 Am I to believe that these
18 recommendations that they are
19 making in this report make any
20 sense to me? To me it's too little
21 too late. The money that they've
22 had and the problems that are
23 there, they should have been

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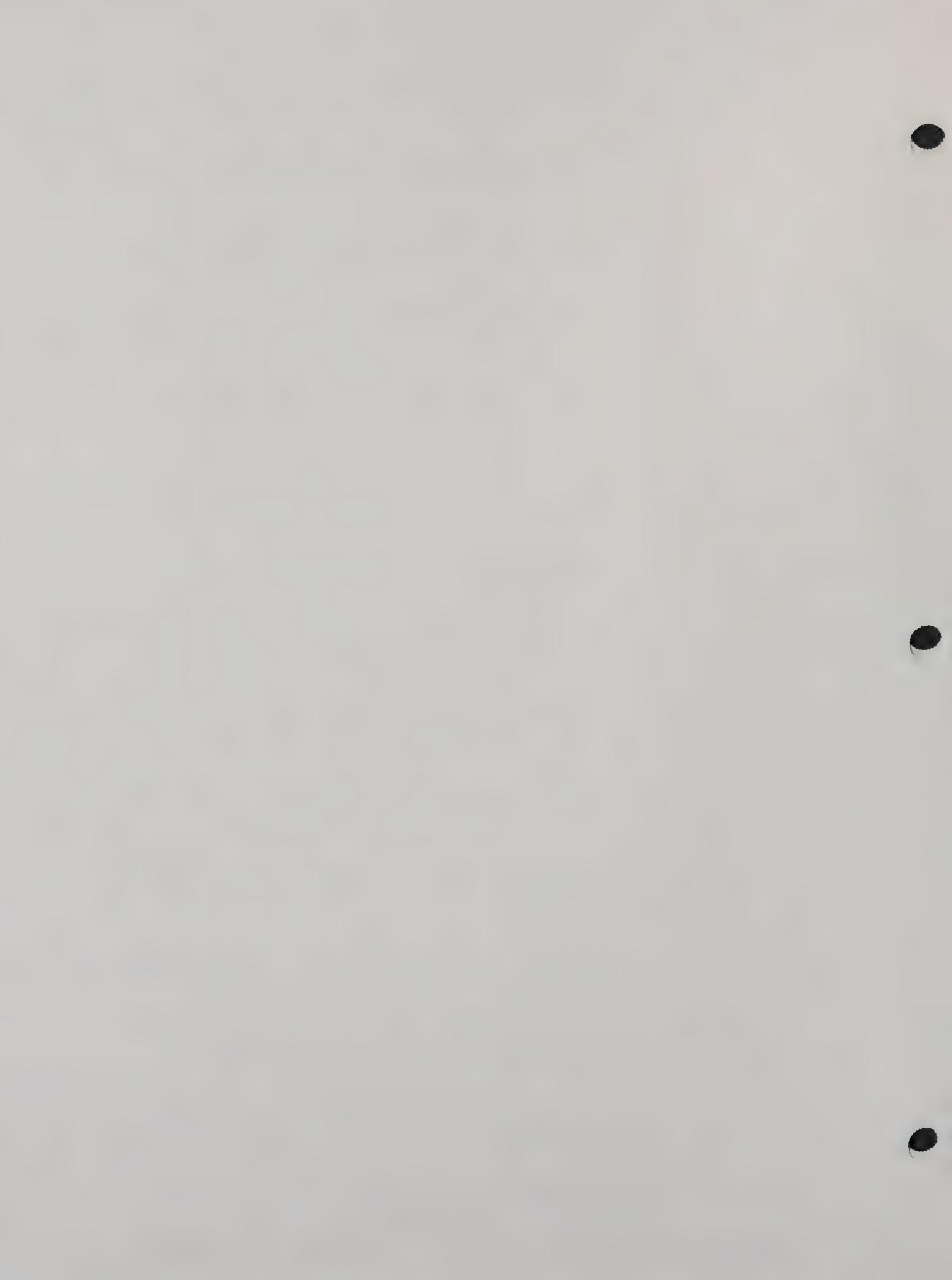
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1 working with the community to do
2 these things before they ever
3 increased the travel along the
4 Northwest Corridor. This should
5 have been an issue way back then.
6 Who were they thinking of? Only
7 themselves.

8 Safety, we have called so many
9 different times and have seen
10 children on the tracks. Our
11 property, the boards get broken out
12 on a regular basis. It's our
13 expense to replace those boards.
14 Our condominium fee is what's
15 replacing these boards. They're
16 not responsible for helping us out
17 to replace the boards that get
18 knocked out because they don't
19 care. If they cared, they would do
20 something. They would have been
21 working with the community.

22 The vibrations in our home are
23 incredible. We've asked them come

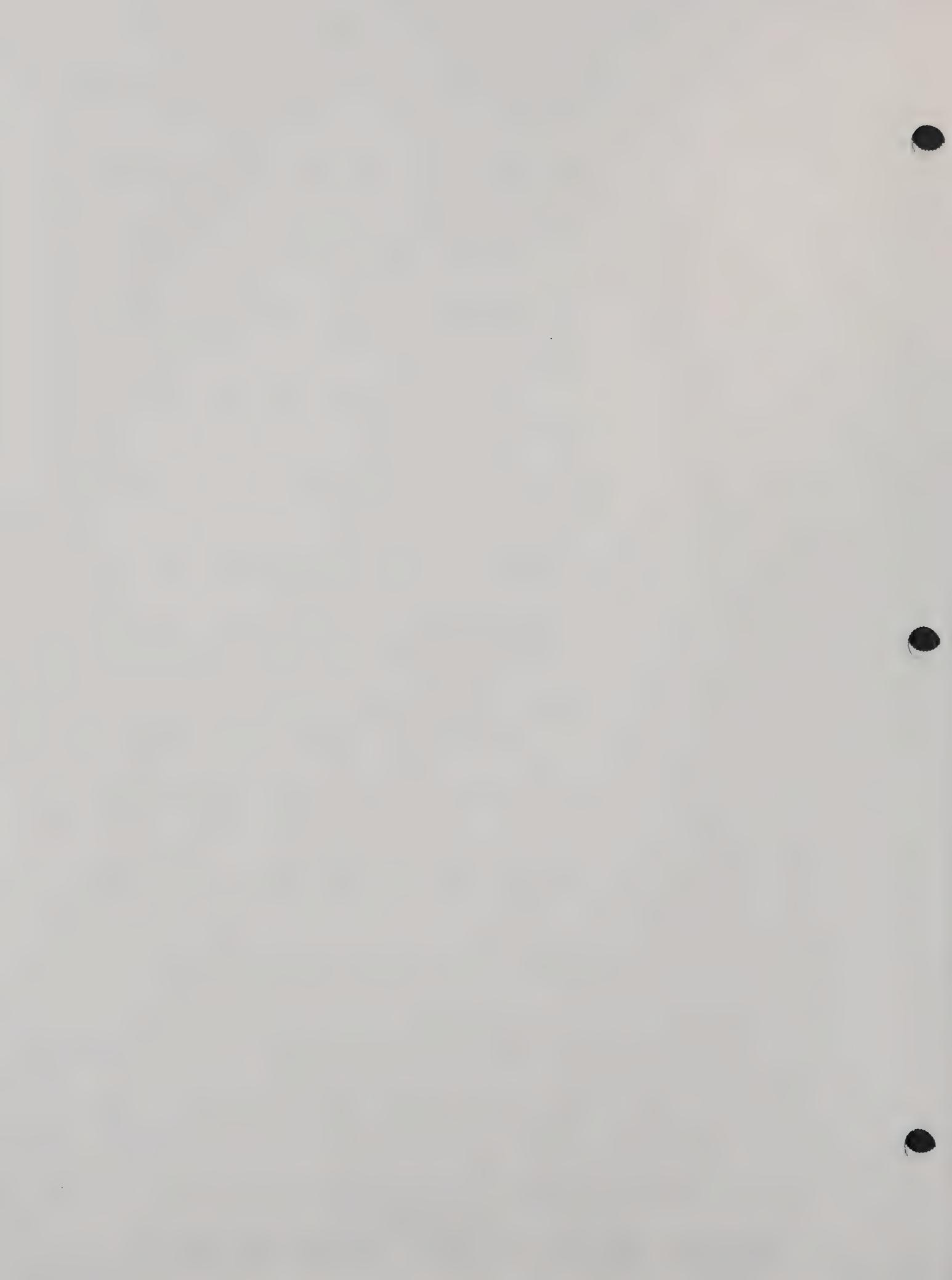


1 on over, come on over any time and
2 see what this is like. You cannot
3 even sit in your own living room
4 and talk on the telephone or watch
5 television and live a normal life.

6 And if they think that they're
7 going to increase, double the
8 volume of trains that are traveling
9 on those tracks and put up an
10 electrical line outside of where I
11 live and all of these other plans
12 that they have and they think that
13 we're going to go away.

14 We're not going away. This is
15 our home. This is our community.
16 This is where we live. This is
17 what we work every day to maintain.
18 And this is where we're raising our
19 families. We're not going away.

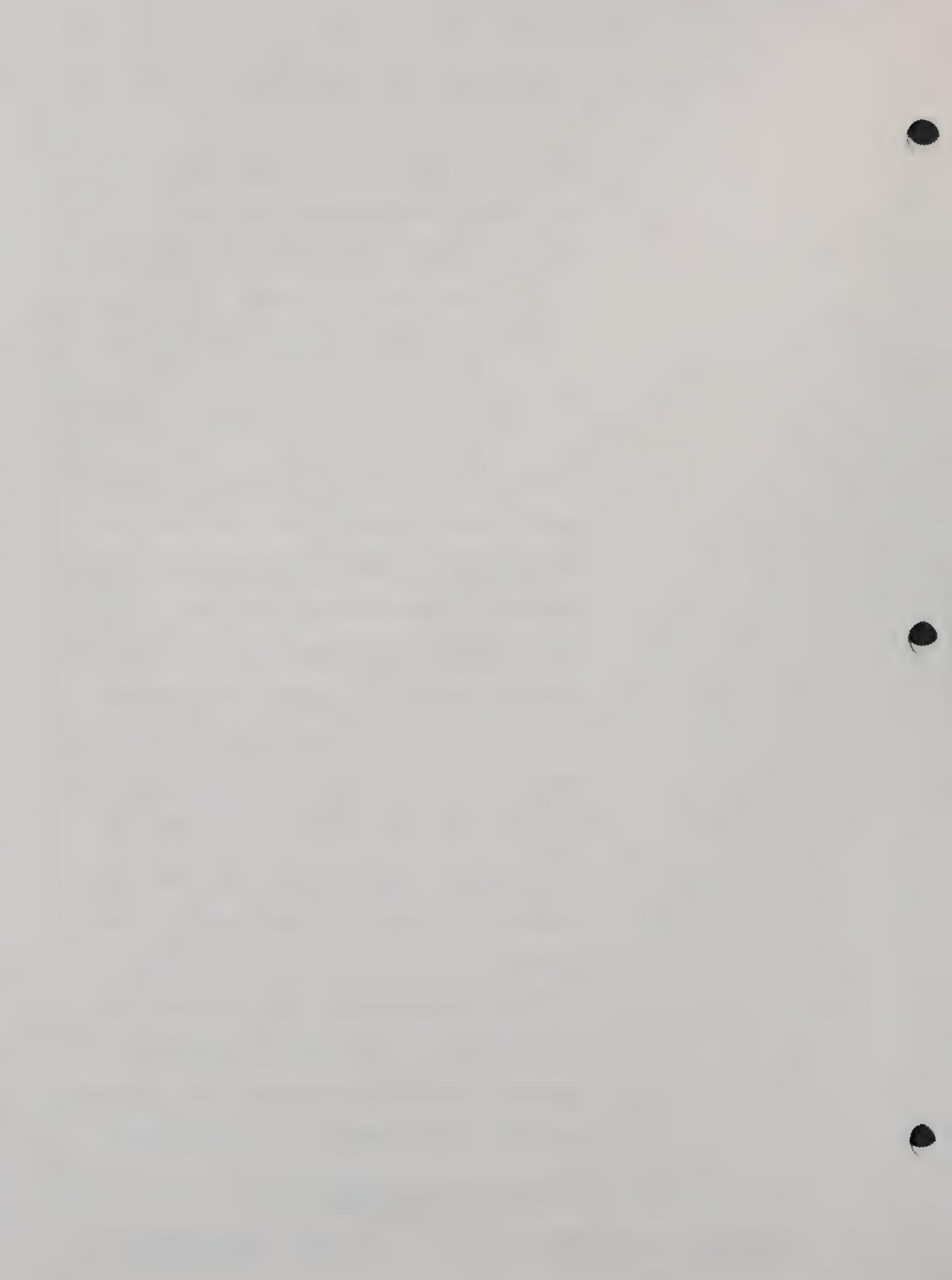
20 They have not worked with us.
21 For them to think that I trust them
22 or I feel like they care about me,
23 they had their chance. I begged



them, pleaded with them. Not only did they have people outside working with those flood lights and those machines for weeks, each and every time that a train passed by day and night, they blew the horns.

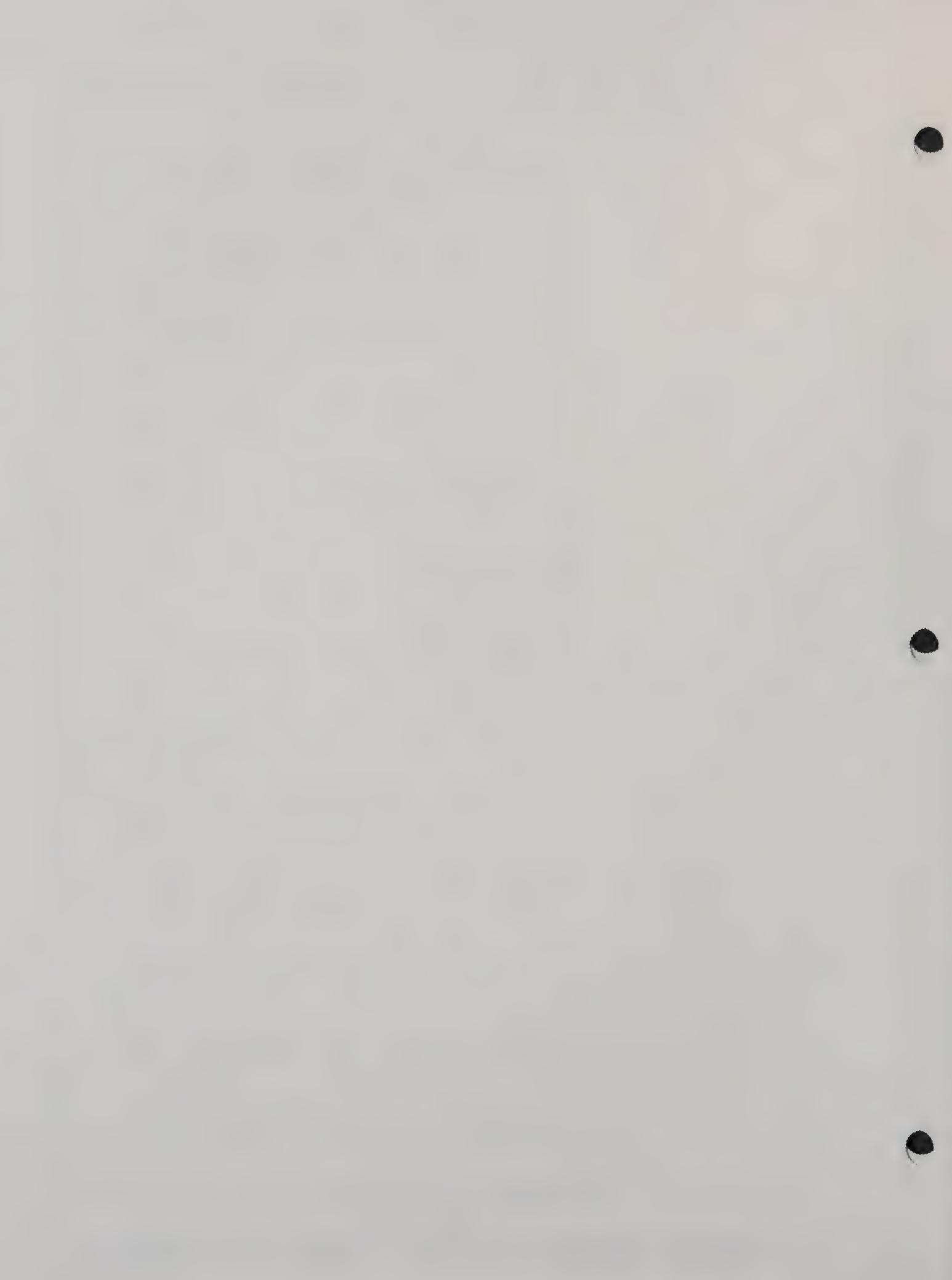
Now, just imagine what that is like. I'm sure that none of these individuals here, none of them or anyone who's connected with any branch of government and has a mind or any kind of compassion or any kind of brain in their head would accept that or think that that's okay or think that anyone should have to put up with that. But we had to put up with it. We had to endure it because they really don't care.

So the noise, the safety, the vibrations, they're talking this report about maintaining the wheels better, maintenance of the wheels



1 on the tracks. What's the problem?
2 I don't understand why they haven't
3 been doing that all along. Why
4 isn't that a priority for Amtrak or
5 the MBTA to make sure that the
6 wheels and the tracks so that it
7 reduces the noise levels and the
8 vibrations are being maintained?
9 You take your car in for regular
10 maintenance.

11 You know, I think that
12 increasing revenue to the
13 Commonwealth would be a good idea
14 not from the increased tourism that
15 they mention but from fining, stiff
16 fines for people like this, for
17 businesses like this that want to
18 operate and do things that if the
19 local gas station tried to pull
20 this kind of stuff in a residential
21 neighborhood, they'd be down in the
22 courthouse and they'd have a lot of
23 neighbors and they'd have the



1 police on their back and they'd be
2 paying a fine. You better believe
3 it if they want to continue to do
4 business in that community.

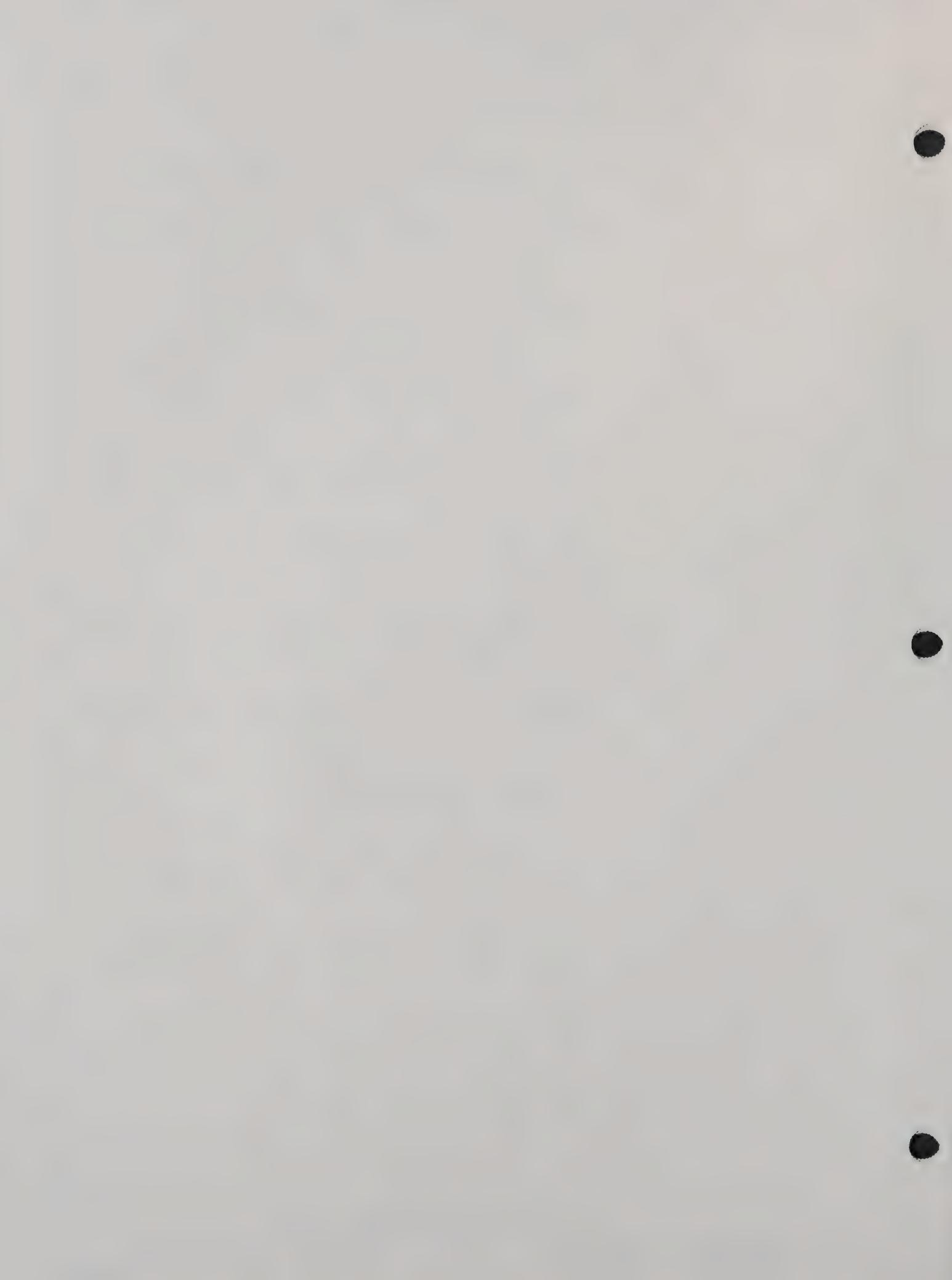
5 And believe me, I know that I
6 cannot trust that any of these
7 folks are on my side because I've
8 been shown differently. Thank you.

9 MR. LEVY: Thank you. Jim
10 Repass.

11 MR. REPASS: Yes. Hi, my name
12 is Jim Repass. I'm from South
13 Boston and I'm president and CEO of
14 a group called the Northeast
15 Corridor Initiative.

16 We're a group of former
17 government and private sector
18 individuals who came together in
19 April of 1989 to do what I'm sure
20 will please all of you, to make
21 sure that the Northeast Corridor
22 got built this time.

23 We wanted to advance the cause

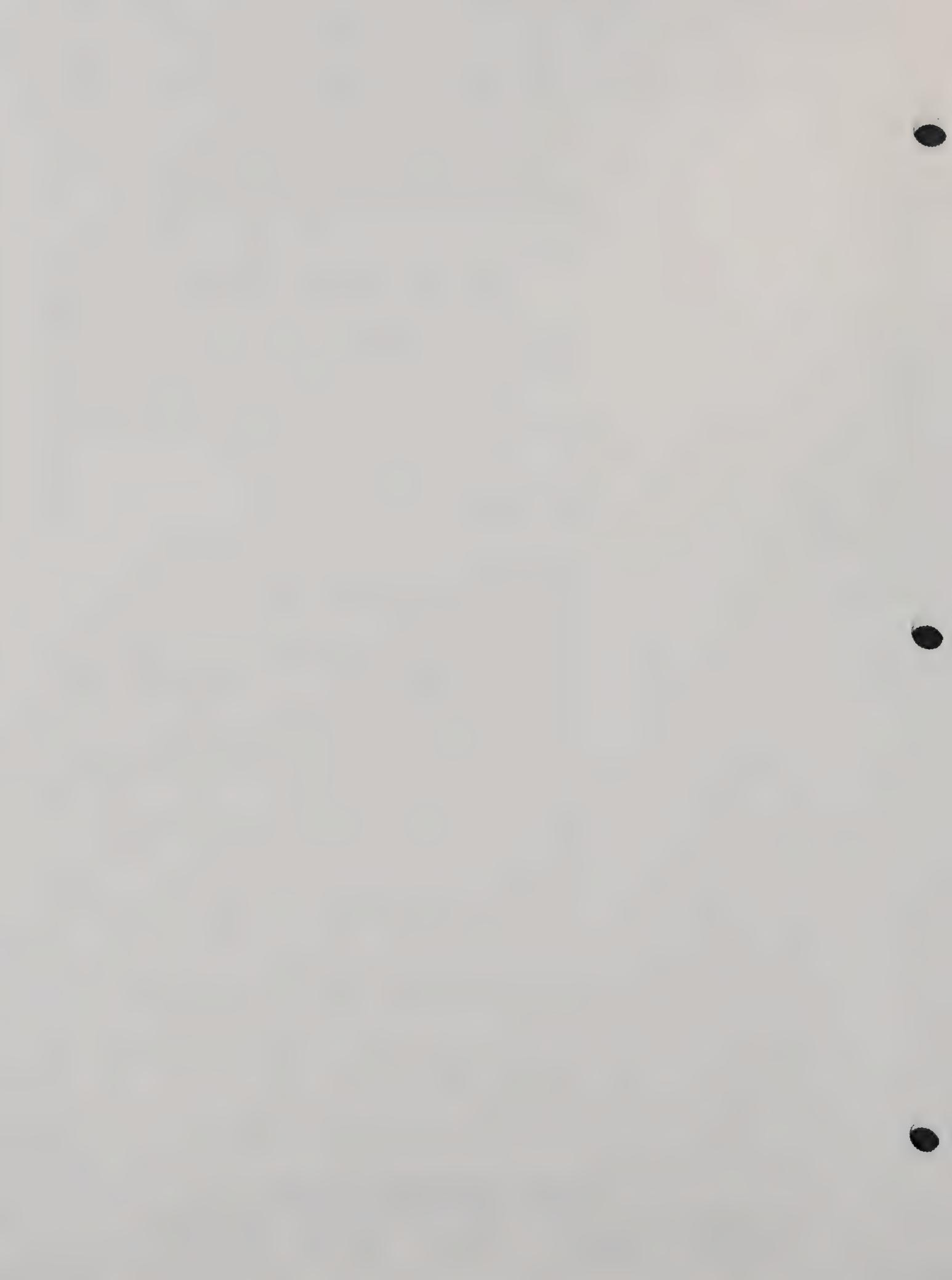


1 of the project for a variety of
2 reasons and I'll get to them in a
3 minute.

4 I would like to praise the
5 efforts of DMJM/Harris and the
6 Federal Railroad Administration and
7 Amtrak in conducting and completing
8 this environmental impact
9 statement.

10 I've read others. I think
11 this one's pretty thorough. The
12 benefits of modernization of the
13 corridor are clear. A reduction in
14 highway and airport congestion, air
15 pollution certainly and noise from
16 the existing diesel locomotive
17 equipment not to mention the
18 economic benefits that will flow
19 from under three hours service
20 between Boston and New York City
21 and for all the cities in between
22 on the corridor.

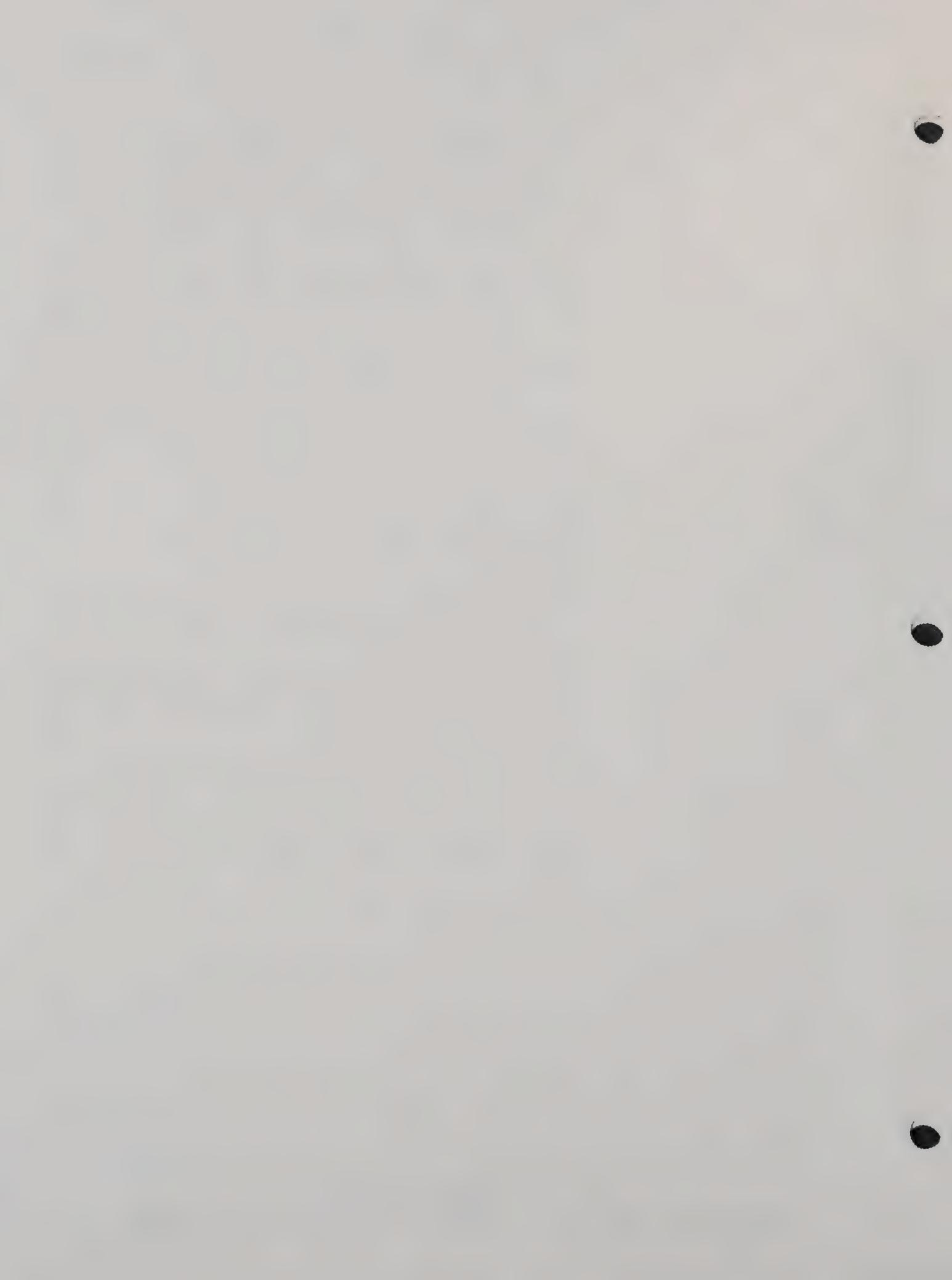
23 While we know of many



1 carcinogens from automobile and
2 aircraft exhaust, there is simply
3 no credible evidence, no credible
4 evidence that electrification of
5 the corridor can or will do harm to
6 anyone. If there were such a
7 problem, the statistics would be
8 obvious already as most of the
9 Northeast Corridor has been
10 electrified for more than half a
11 century.

12 And the New Haven to New York
13 segment which has houses up against
14 it as close as those in Hyde Park I
15 might add has been in place since
16 1912 with a voltage system that is
17 much more powerful than what is
18 planned for this section of the
19 corridor.

20 While I respect very much
21 those who differ with me, the facts
22 simply don't confirm their
23 unfounded fears however deeply felt



1 they may be.

2 FROM THE FLOOR: What study
3 are you quoting?

4 MR. LEVY: Excuse me.

5 Everything will be through the
6 chair. I will not have an
7 unorderly meeting. We will just
8 adjourn it.

9 FROM THE FLOOR: He was
10 quoting --

11 MR. LEVY: Excuse me, sir, you
12 don't have the floor.

13 FROM THE FLOOR: Settle down a
14 little bit. Show a little respect.

15 MR. LEVY: Excuse me, I've let
16 everybody else speak without
17 interruption over the time. I'm
18 telling the gentleman I do not
19 allow interruptions. Excuse me,
20 you keep calm. Sir, you have the
21 floor.

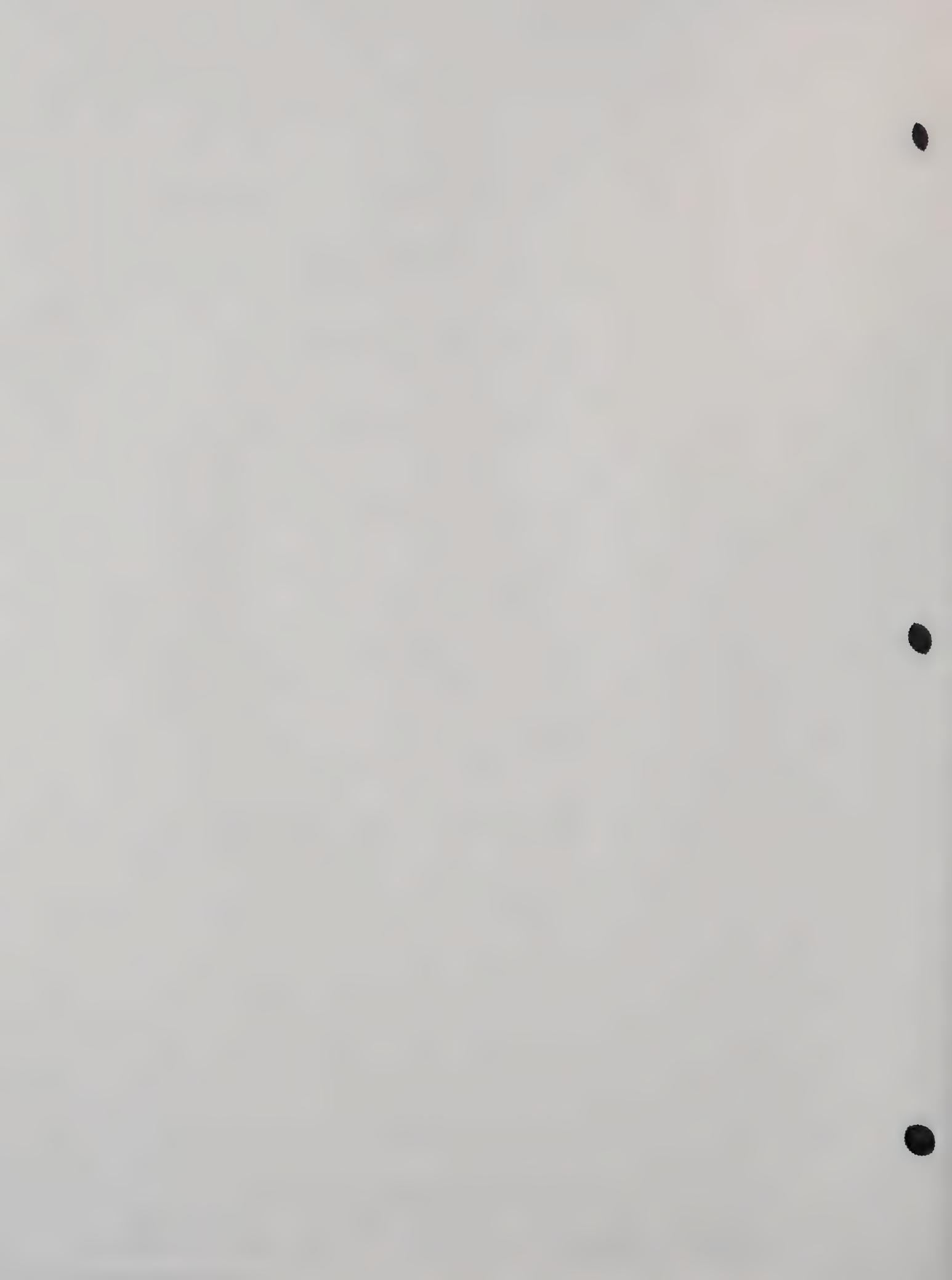
22 MR. REPASS: Thank you. I
23 believe in the interests of the



1 people of this region
2 environmentally, economically and
3 for the overall quality of life,
4 this project should go forward as
5 rapidly and as expeditiously as
6 possible. I think it's in the best
7 interest of everyone in this room.

8 I'd like to point out that the
9 questions about noise and vibration
10 are very real ones and are of
11 concern to everyone. It is a good
12 question why wheels have not been
13 maintained to the standard they
14 should be.

15 But let me make this
16 observation, the equipment that
17 will be used in all probability,
18 the new equipment that will be used
19 by Amtrak in the high speed rail
20 service is -- and I'm not an
21 official Amtrak spokesman although
22 I support the project -- would be
23 of a radial steering and tilting



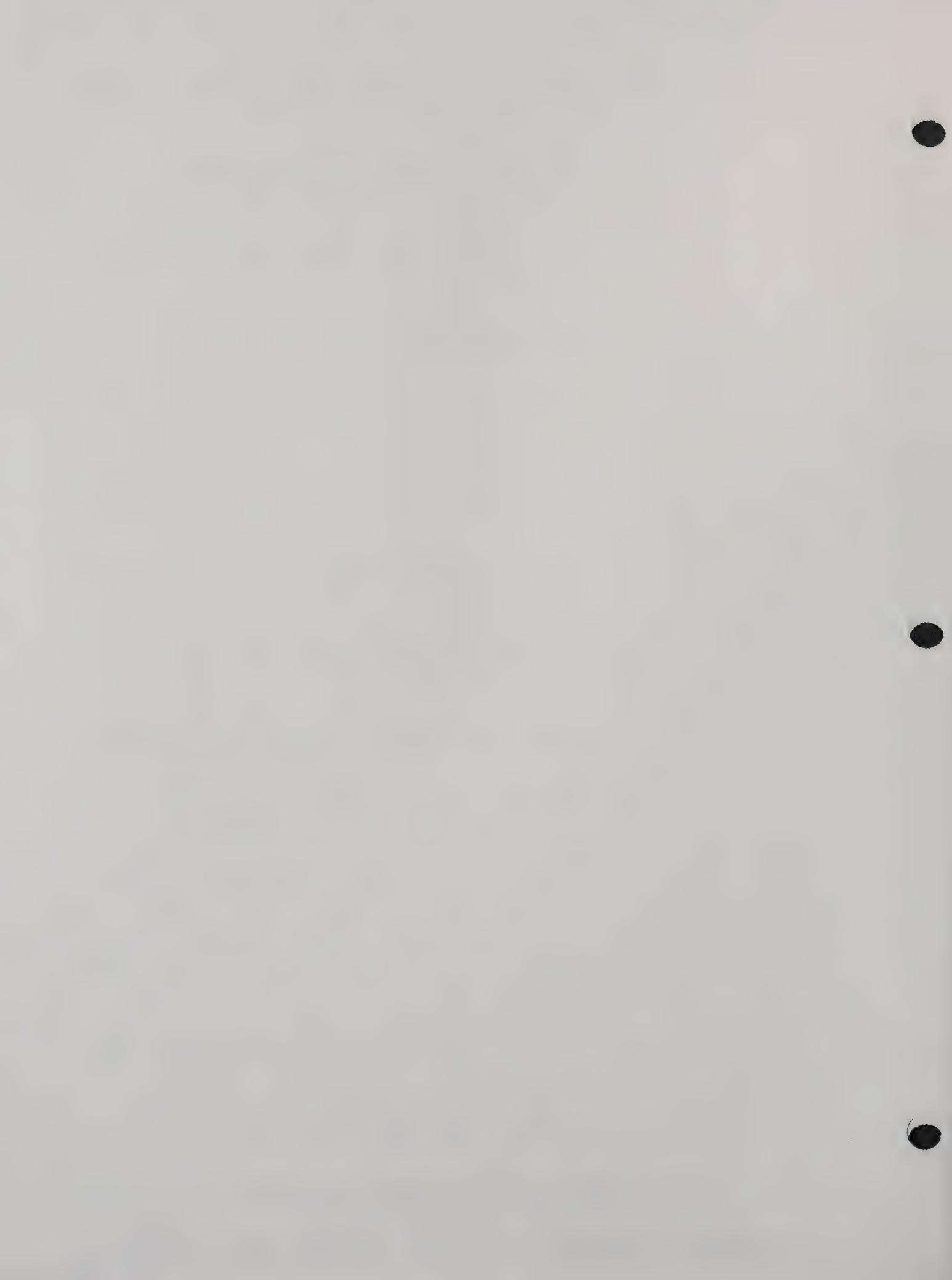
1 variety. That's my opinion.

2 That's not any fact. That's simply
3 my opinion that they will use that.
4 And that has several effects. It
5 cuts down tremendously on the
6 movement of the train on the track.

7 Right now when a train goes
8 around a curve, the wheels have to
9 try to go straight. They have a
10 tendency to go straight, just a law
11 of physics, and they're forced
12 around the curve but the curved
13 track. With modern undercarriages
14 that have been developed in Sweden
15 and elsewhere, the trucks steer.

16 I've ridden the ABBX2000
17 train. Just out of curiosity, has
18 anyone else in this room ridden
19 that train? Anybody from Hyde Park
20 who is opposed to this problem?

21 I was on that train from New
22 York City to Washington a few
23 months ago and I was having a



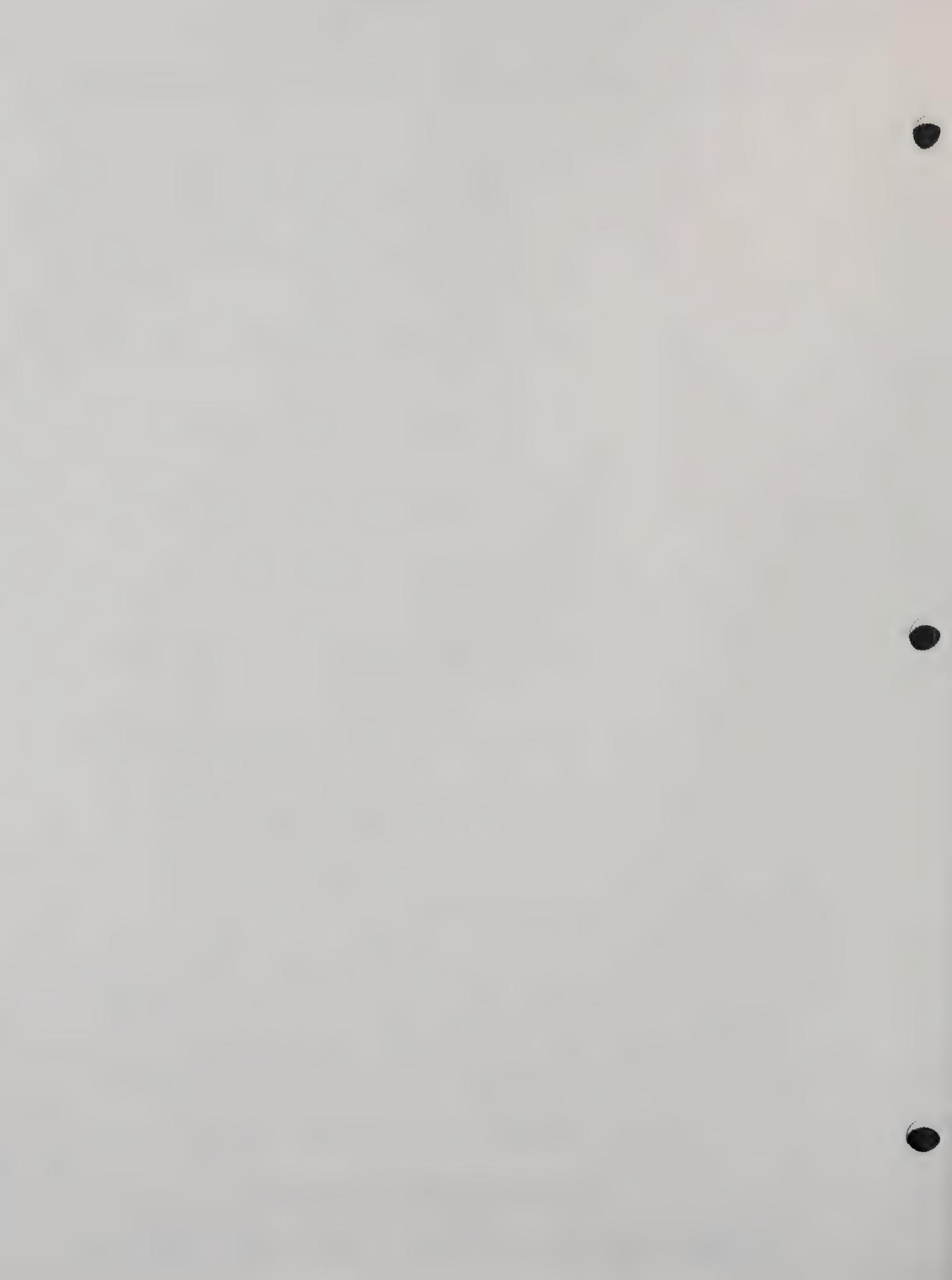
1 conversation with the person across
2 the table from me in exactly the
3 tone I'm speaking now which is not
4 amplified but this quietly and the
5 car was absolutely silent and that
6 was at 135 miles an hour.

7 Be went up to the locomotive
8 which is not as heavily insulated
9 just to see what that would be like
10 and that was, while noisier, still
11 not anything like the diesels that
12 Amtrak now uses and the MBTA uses.

13 So I think you can look
14 forward to probably less vibrations
15 and less noise from this project
16 than you currently have.

17 FROM THE FLOOR: We live on
18 the outside.

19 MR. REPASS: Yes. Well, I
20 went into the locomotive which is
21 not insulated. And you have to
22 remember that the diesel carries
23 its own prime mover with it. It's



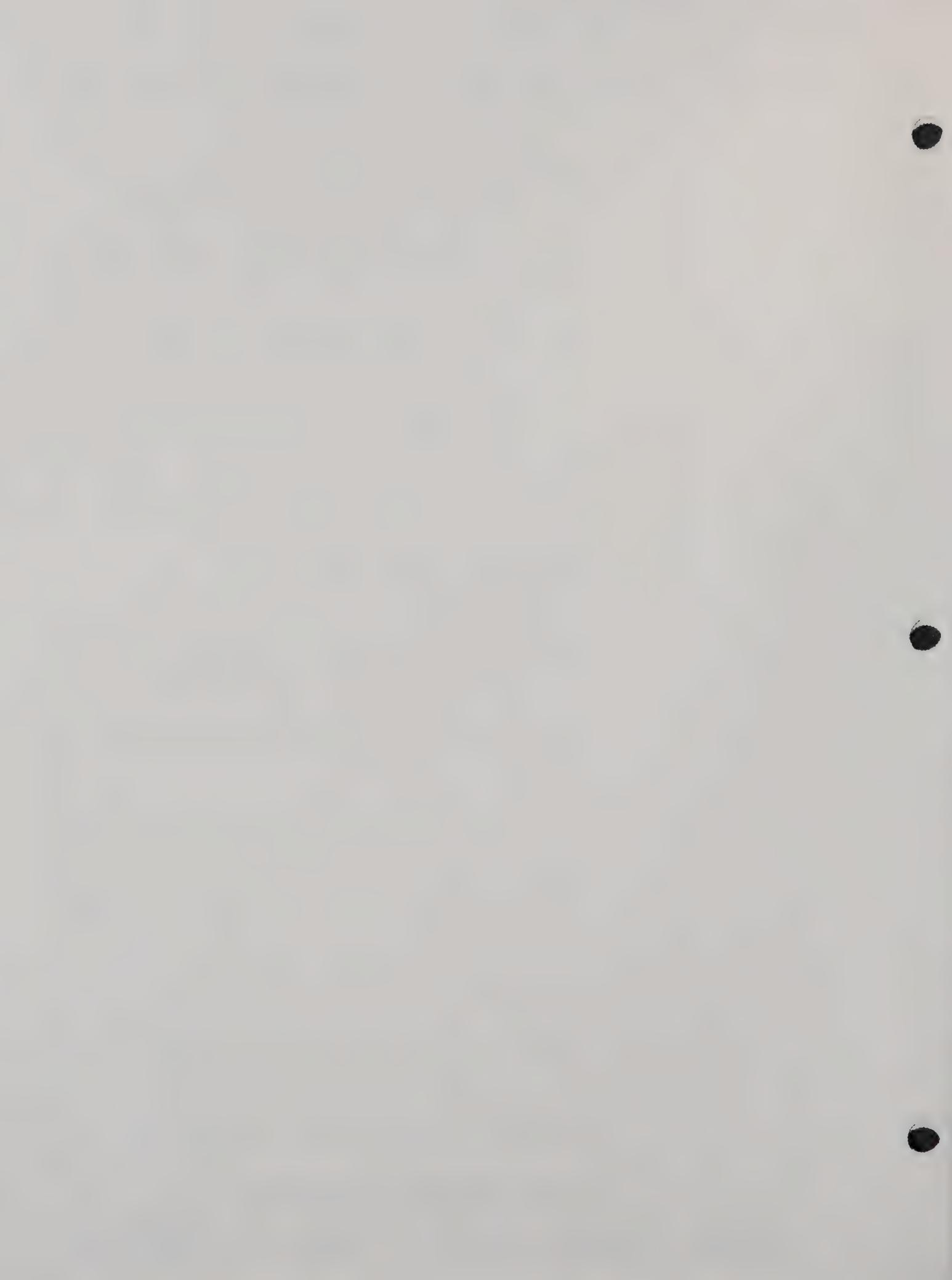
1 a reciprocating engine, a
2 reciprocating assembly. A diesel
3 is a reciprocating motor which has
4 tremendous vibration by itself.
5 And at a hundred miles an hour, it
6 really vibrates.

7 The electric locomotives don't
8 carry their own prime mover. They
9 use an electric motor so they have
10 much less inherent noises.

11 In any event, that's my
12 comment. I think the project is a
13 worthwhile one and absolutely
14 essential for the economic revival
15 of this region.

16 The Europeans are spending 2.1
17 trillion dollars, that's trillion
18 dollars, over the next twenty years
19 to modernize their ground
20 transportation system. The
21 Japanese are spending 3.1 trillion.

22 If we don't modernize our
23 ground transportation system to



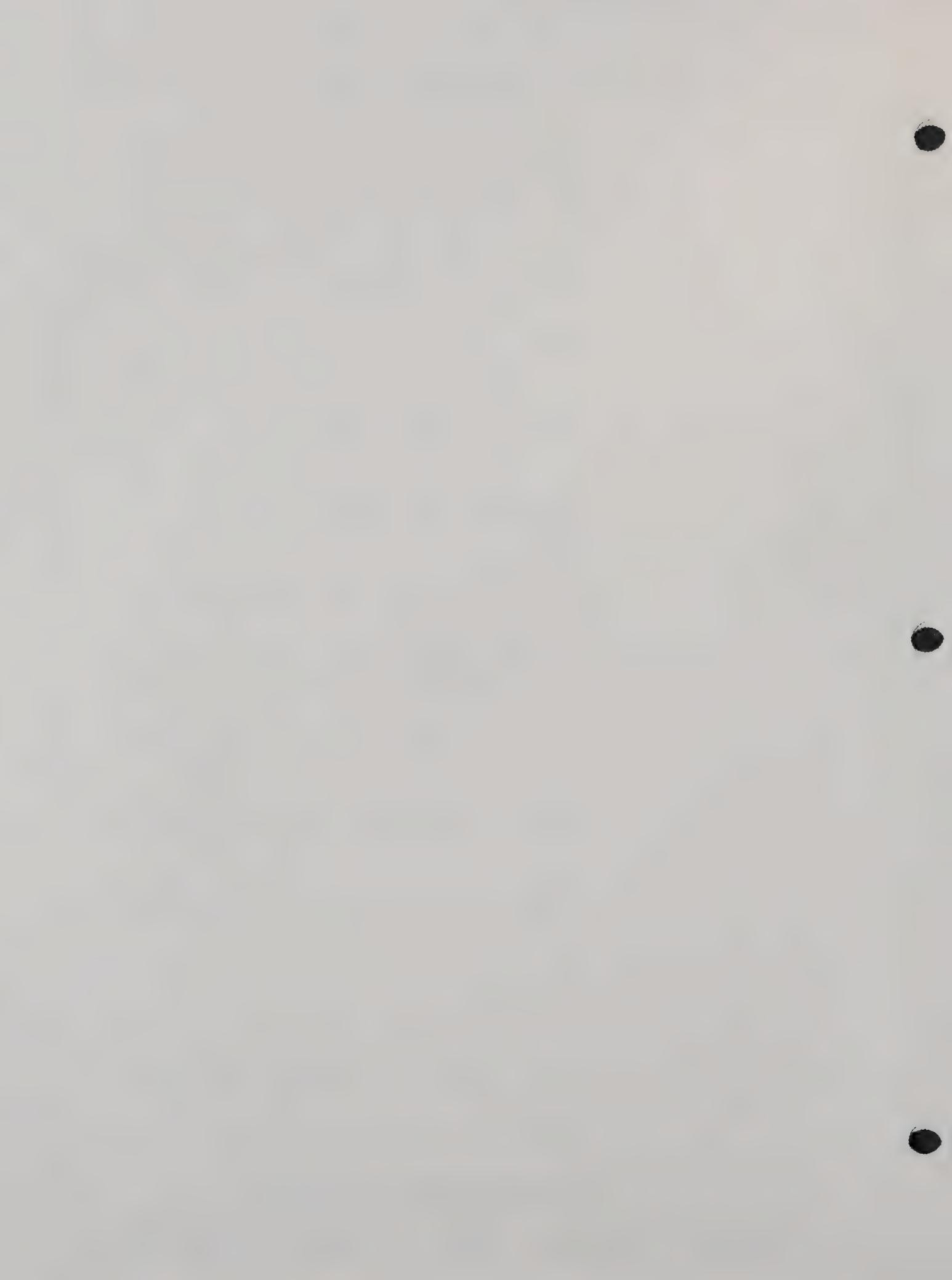
1 some degree in a similar fashion,
2 the jobs being sucked south to
3 Mexico that Ross Perot was talking
4 about will become a torrent. Thank
5 you.

6 MR. LEVY: Thank you. Next
7 one is Bernie Doherty.

8 MR. DOHERTY: Thank you, Mr.
9 Chairman and members of the
10 committee. Glenn, how are you
11 doing? Good to see you again.

12 My name is Bernard Doherty.
13 I'm a member of the Jamaica Plain
14 Neighborhood Counsel. I'm also
15 president of Ascu (phonetic)
16 Mountain Neighbor Association which
17 is in Forest Hills section of
18 Jamaica Plain and runs immediately
19 parallel to the tracks in that
20 section.

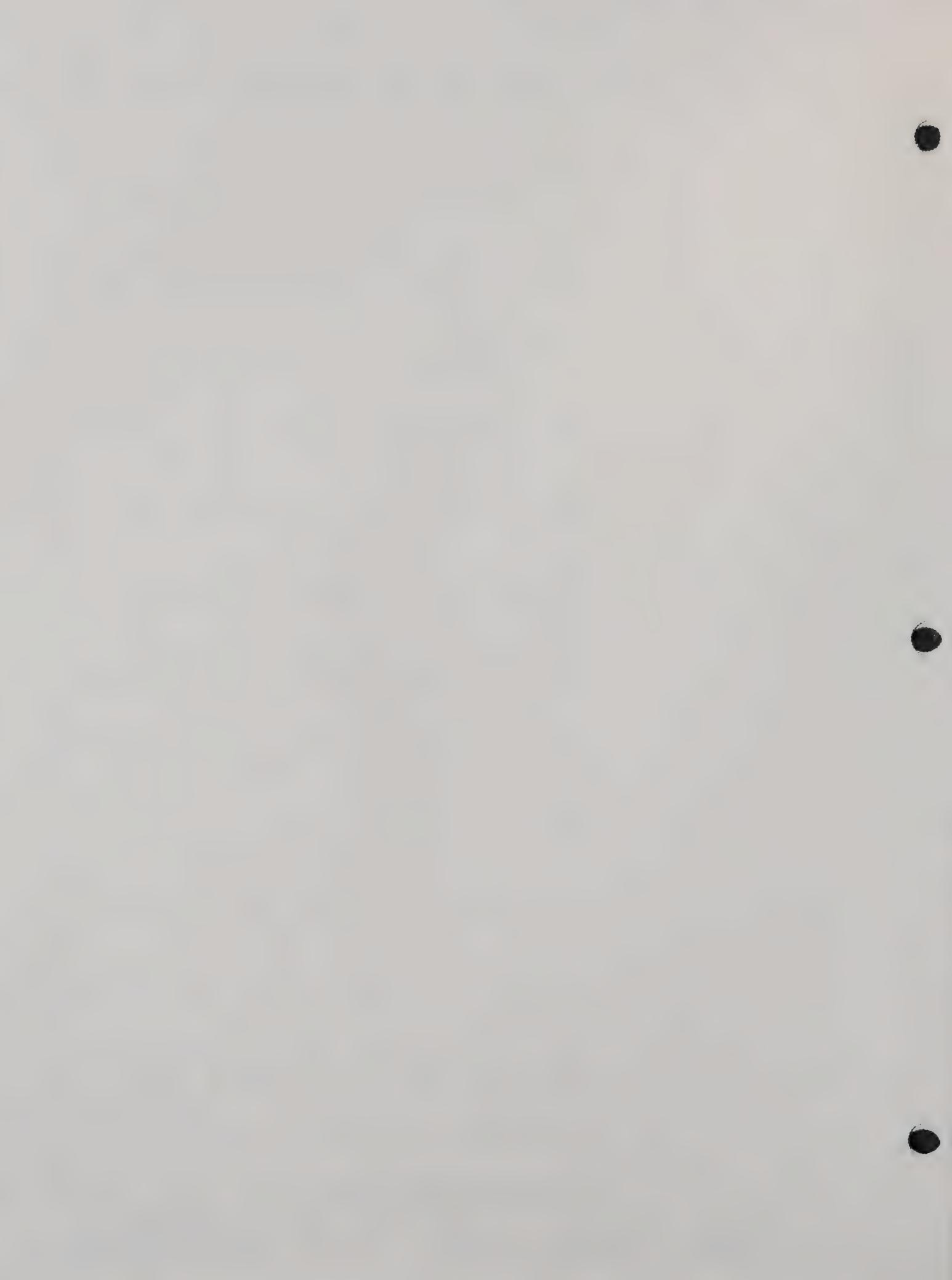
21 I've been listening tonight
22 with a lot of interest and have
23 heard a lot of comments so I



1 wouldn't go back over those again
2 because I think a lot of what the
3 people said here except for the
4 gentleman who preceded me said, I
5 agree with.

6 And I have nothing against the
7 gentleman who preceded me. I think
8 it was very nice of him to come
9 here and give us information as he
10 saw it. And I think he helped
11 educate me on some of the issues.
12 And I might say that I really don't
13 know if I'm opposed to this project
14 or not because I don't know
15 anything about it. That's the
16 problem I have.

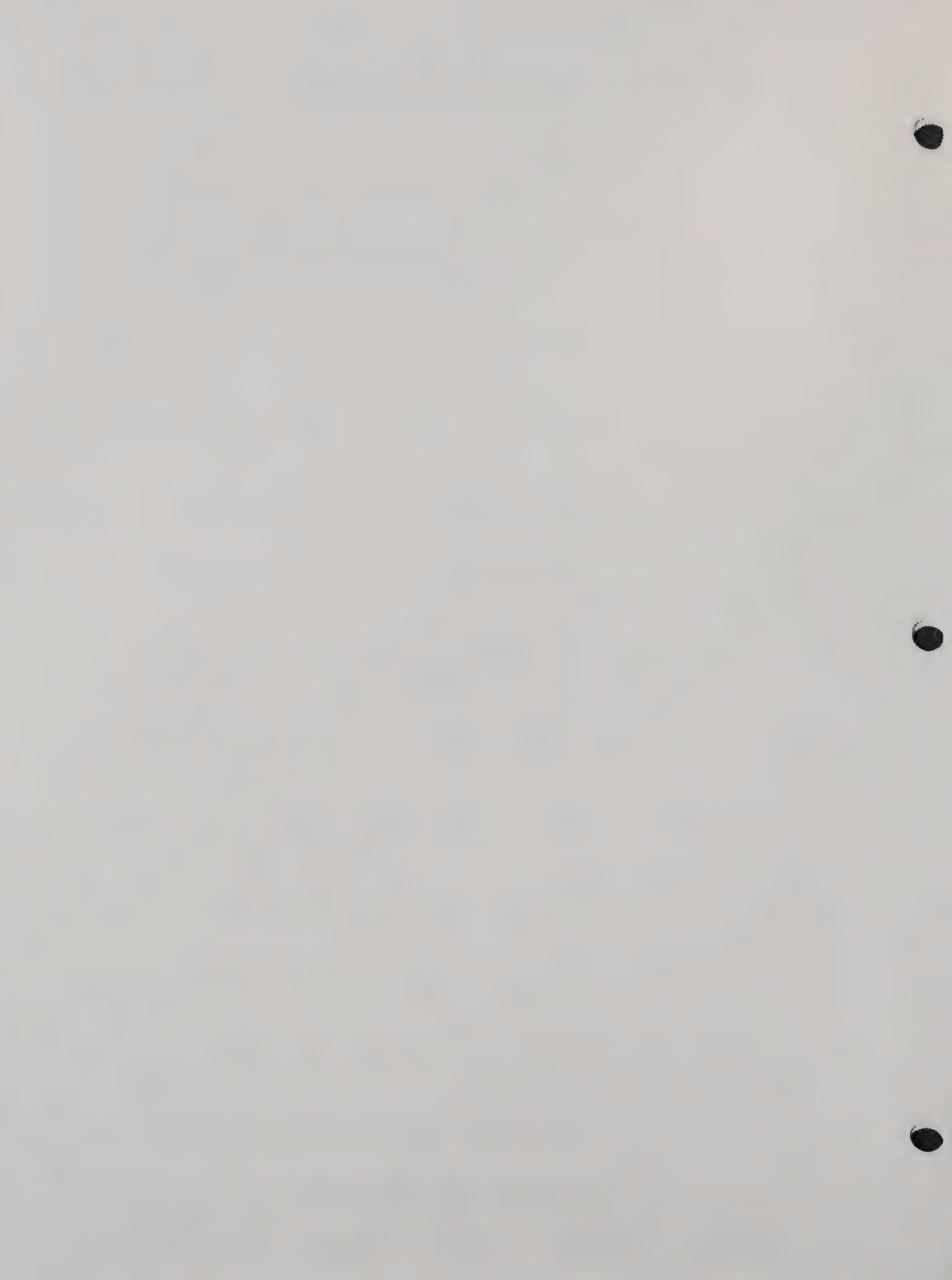
17 And when I'm asked to
18 participate in something as I was
19 back in May 14 I think it was,
20 Glenn, out in Hyde Park. I was the
21 first time I was invited out. I
22 asked for the report and I said
23 could you send me some information,



1 I'll sit down and look it over.

2 I read it over and I read
3 about high speed rail from Boston
4 to New York and three hours of
5 transportation, 150 miles per hour,
6 electrification, noise, vibration
7 and EMF, IMF who knows with a lot
8 of letters thrown together
9 everything's going to be done. And
10 I said fine, I'll educate myself as
11 best I can.

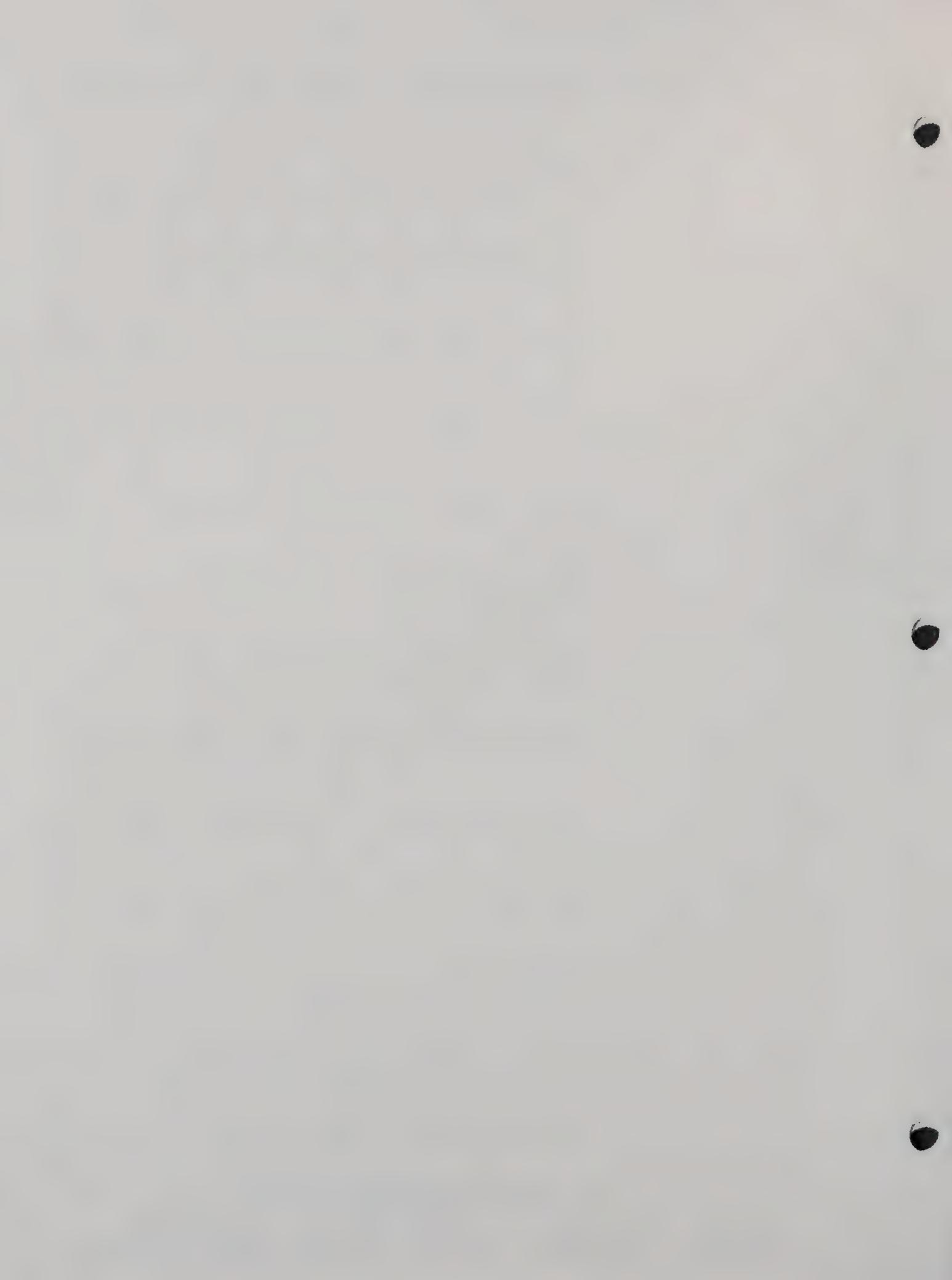
12 About twelve people showed
13 up. And what happens? A group of
14 consultants stand up and I think it
15 was Jim had somebody there a very
16 nice young lady I might add. She
17 probably should have been here
18 tonight. She was very nice, very
19 pleasant, knew how to conduct a
20 meeting. And she came out and gave
21 a presentation. And then a
22 consultant came out and started
23 educating me on electromagnetic



1 fields.

2 Well, I probably have to take
3 a couple courses in college to
4 understand what he was talking
5 about. Basically, he was trying to
6 sell me on the idea that there was
7 no problem. It's good to hear that
8 but I thought we'd have a little
9 more input into that. We didn't
10 get to the point of noise and
11 vibration because the meeting sort
12 of broke down around that point,
13 well, Gee, you know, I hear what
14 you're saying but you're not really
15 allowing for any interaction, any
16 real questions. It's just, like
17 believe, what I have to say, I've
18 got Ph.D.s up the whazoo, don't
19 worry about it. I know what I'm
20 talking about. Well, I get a
21 little concerned when I hear that.

22 Twelve people at the meeting
23 at that point. Mr. Goulet

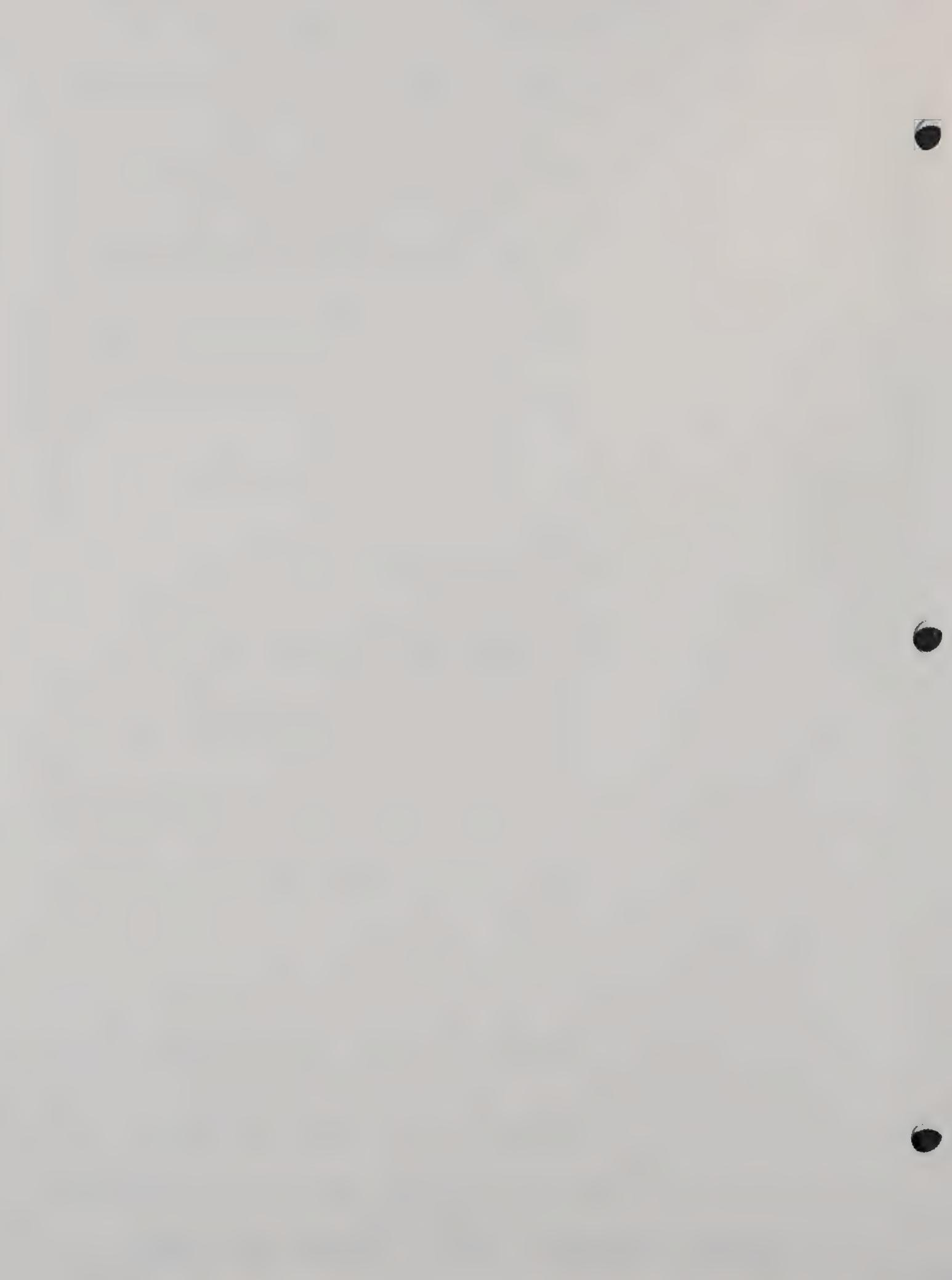


1 identifies himself who is sitting
2 at the end of the table. We
3 thought he was another neighborhood
4 representative identifies himself I
5 believe from being from the Volpe
6 Transportation. Is that correct,
7 Glenn?

8 MR. GOULET: That's where I
9 work.

10 MR. DOHERTY: And Glenn
11 identifies himself and comes out
12 and says we're here to make sure
13 that DMJM/Harris is doing its job.
14 Very nice, Glenn, we'd also like to
15 make sure that you're representing
16 our perspective here too because I
17 think someone mentioned here early
18 tonight, you know, we're all
19 stockholders.

20 We all own stock in this
21 company and it's called the United
22 States Government which is
23 financing this agency and this



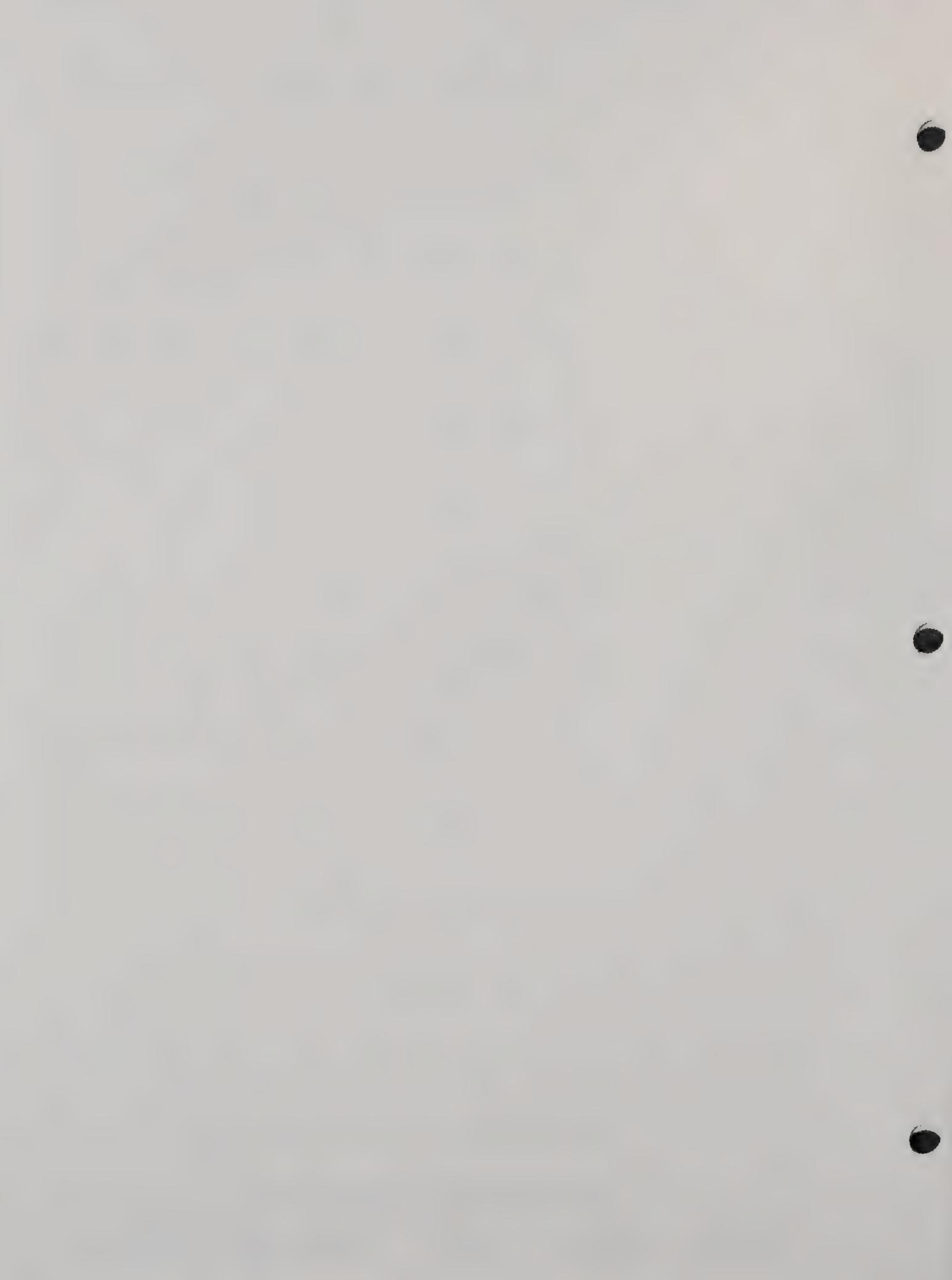
1 program. And we're being given
2 sort of like a stockholder's
3 meeting where you walk on in and
4 you have the small stockholders and
5 they're pushed to the back and the
6 big guys are up front. They've
7 already made their deal. We're
8 just here for the window dressing.

9 We're along for the ride,
10 pardon the pun but we are. We're
11 along for the ride. When somebody
12 can stand up here as has been done
13 earlier, it was actually done at
14 the May 14 meeting, and say to me
15 well, this is the process.

16 And again, I walk in tonight
17 and I hear this is the process.

18 The federal government has set
19 together a process to protect your
20 and my interests.

21 Well, I'm a little concerned
22 about the federal government
23 protecting your and my interest if



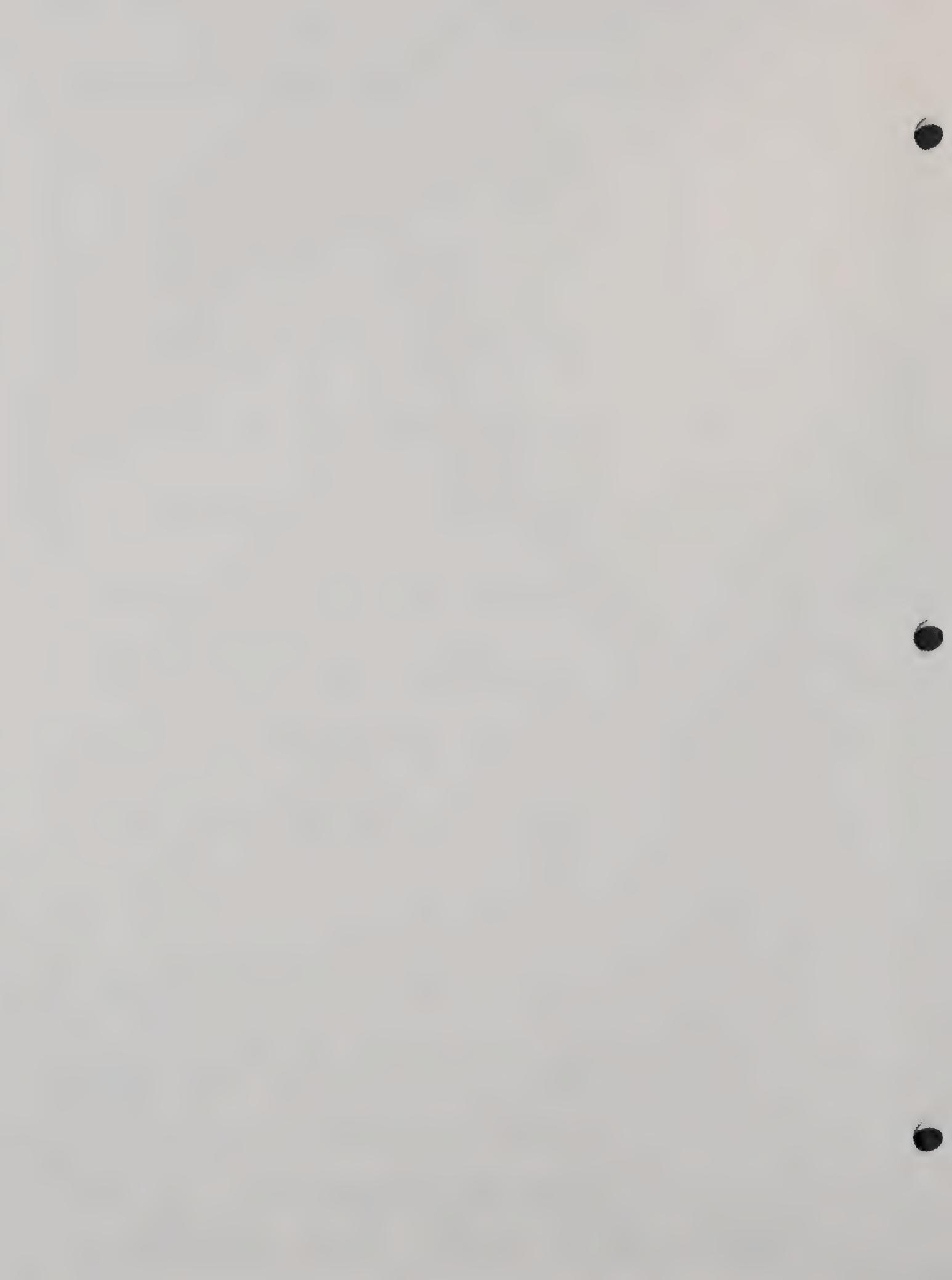
1 this is the way they protect it
2 because there is no protection
3 here. If I can stand here and say
4 to you tonight that on May the 14
5 and prior to that, I requested
6 information and took the time to
7 educate myself, took the time to go
8 to that meeting and attending that
9 meeting got absolutely nothing out
10 of it. And I think there's
11 something wrong with that process.

12 I don't think they really want
13 -- and twelve people from Jamaica
14 Plain and Hyde Park show up, that's
15 it. And I'm the only one who has a
16 copy of a report that breaks down
17 what this is all about because I
18 asked for it.

19 You mean to say that the
20 agency or the consulting firm that
21 put this together couldn't think
22 enough to say Gee, you think these
23 people who attend this meeting

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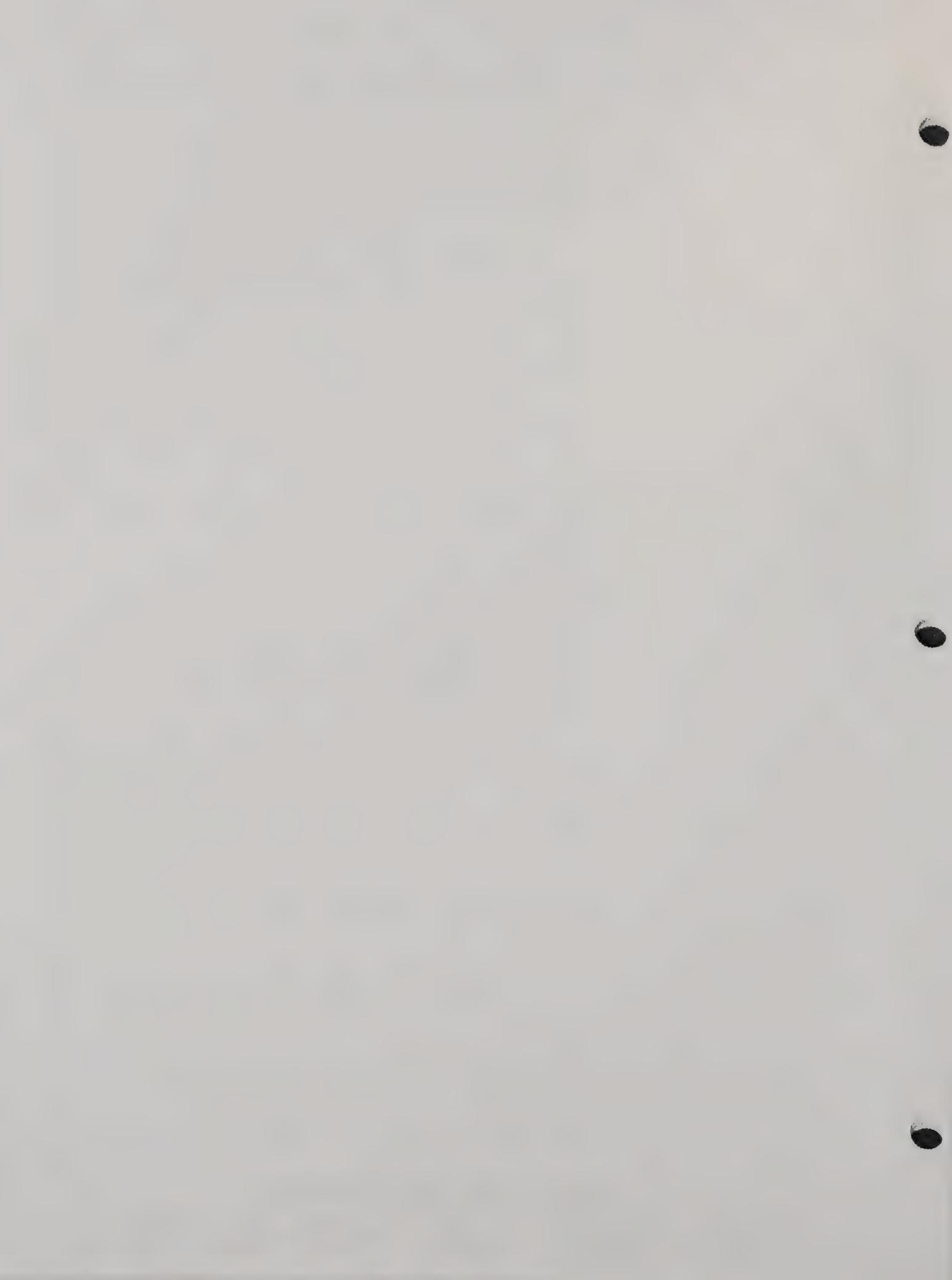


1 would really like to know what is
2 going on here.

3 I mean, what the agenda is.
4 They had no idea what the agenda
5 was. They had no idea who the
6 speakers were going to be, had no
7 idea how long it was going to take
8 and really had no real idea what
9 the subject matter was other than
10 what I read in that particular
11 document that I asked for that they
12 sent to nobody else even though
13 they invited them to the meeting.

14 Three quarters of the way
15 through the meeting, the group gets
16 up, eight of the twelve people
17 there get up and leave. We were
18 frustrated, totally frustrated,
19 just left.

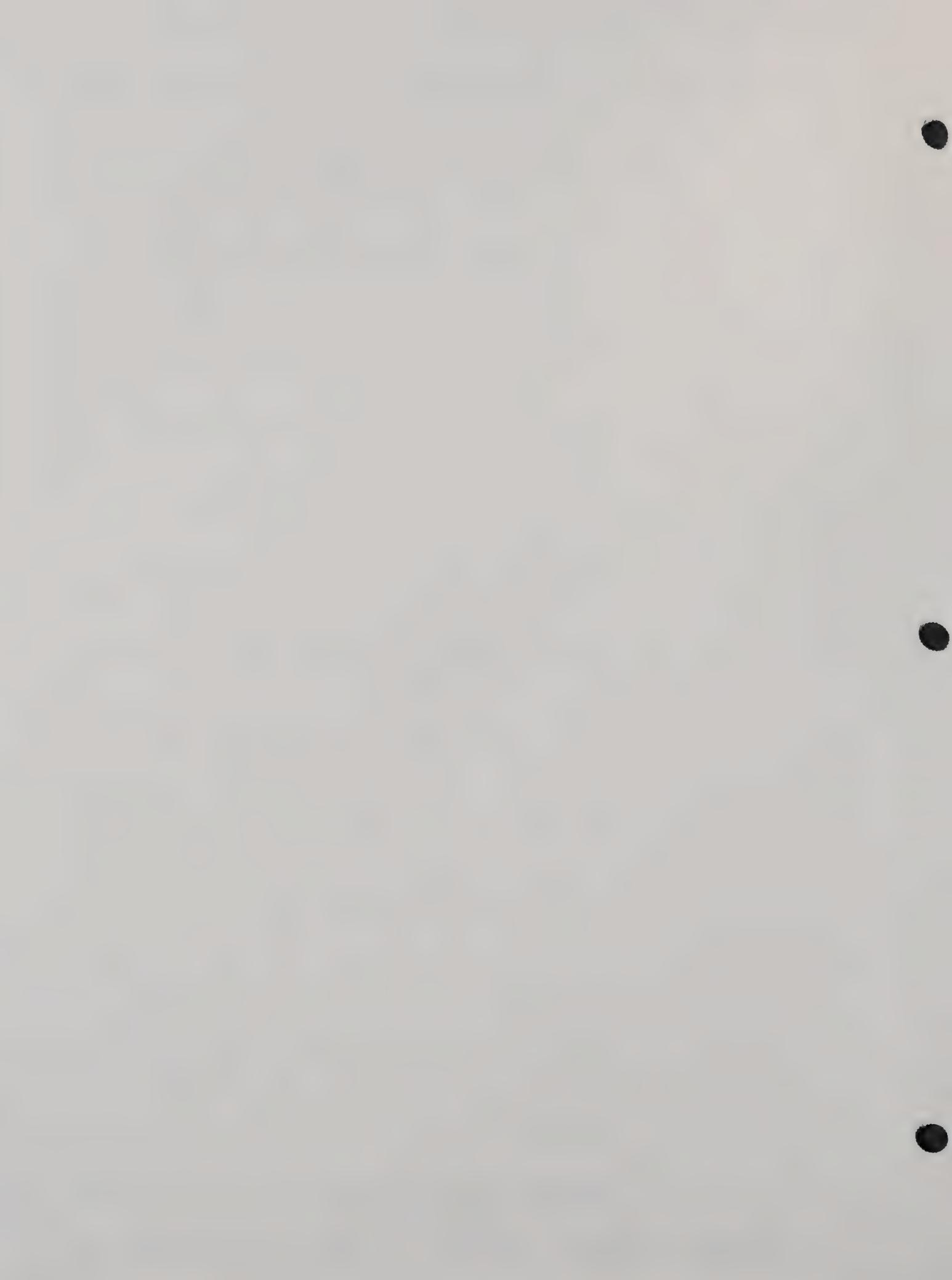
20 I get a letter on what was it
21 June the 28 from Mr. Goulet
22 thanking me for attending the
23 meeting not at all mentioning the



1 fact that we got up in frustration
2 and left. And I would be happy to
3 hear that this report would be
4 coming out in a couple of months
5 period.

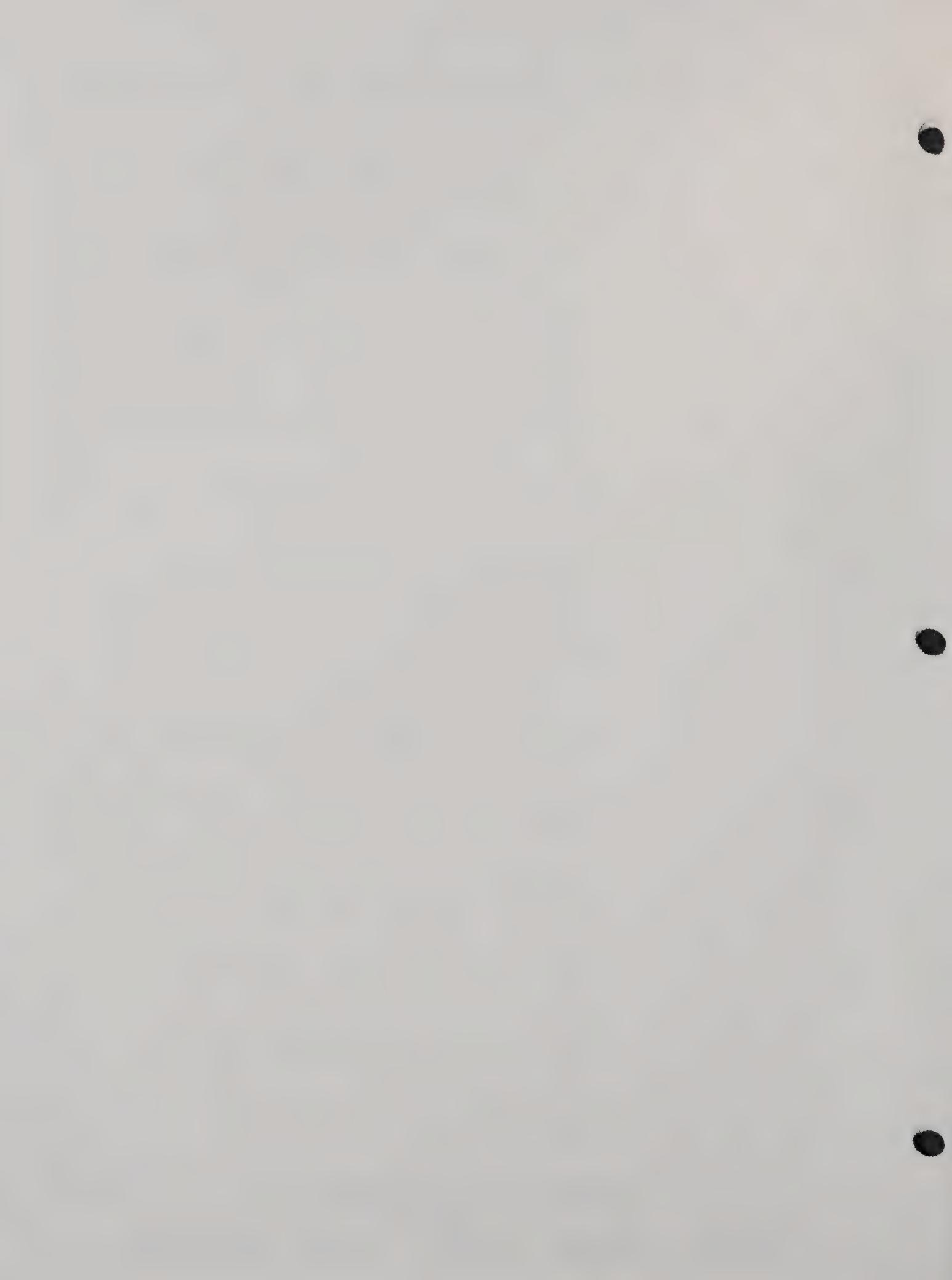
6 About a month and a half ago I
7 get a letter telling me that the
8 draft report, environmental report
9 is now out and if I choose to walk
10 on down or take the train on down
11 to the Boston Public Library, I can
12 go look up the report and see what
13 it has to say.

14 It's true I've got all the
15 time in the world just like you to
16 be able to go down to the Boston
17 Public Library, dig out a report
18 that I have no idea what the size
19 of it is whether it's this or this
20 or whether or not they even know
21 what it is when I get there and
22 then sit down and plow through
23 that.



Now, if there were only twelve
people at this meeting and tonight
I see only fifty, sixty people here
tonight at this meeting, I don't
think it would have cost one heck
of a lot to have sent out a copy of
that report to these people or any
information for people who are
attending these meetings so they
can be better educated in what
they're being asked to participate
in.

13 I think there's something
14 wrong with that. I'm going to end
15 up here just by saying that this is
16 really a farce. There is no
17 substance to this whatsoever other
18 than to say we have so many pegs we
19 have to stick into this board and
20 this is just another one of those
21 pegs ladies and gentlemen and
22 that's all it means to these
23 people.



1 This group is being paid a
2 consulting fee. I don't know who
3 this gentleman is. You're with?

4 MR. FASHOUE: FRA.

5 MR. DOHERTY: You're with the
6 Federal Railroad Administration?

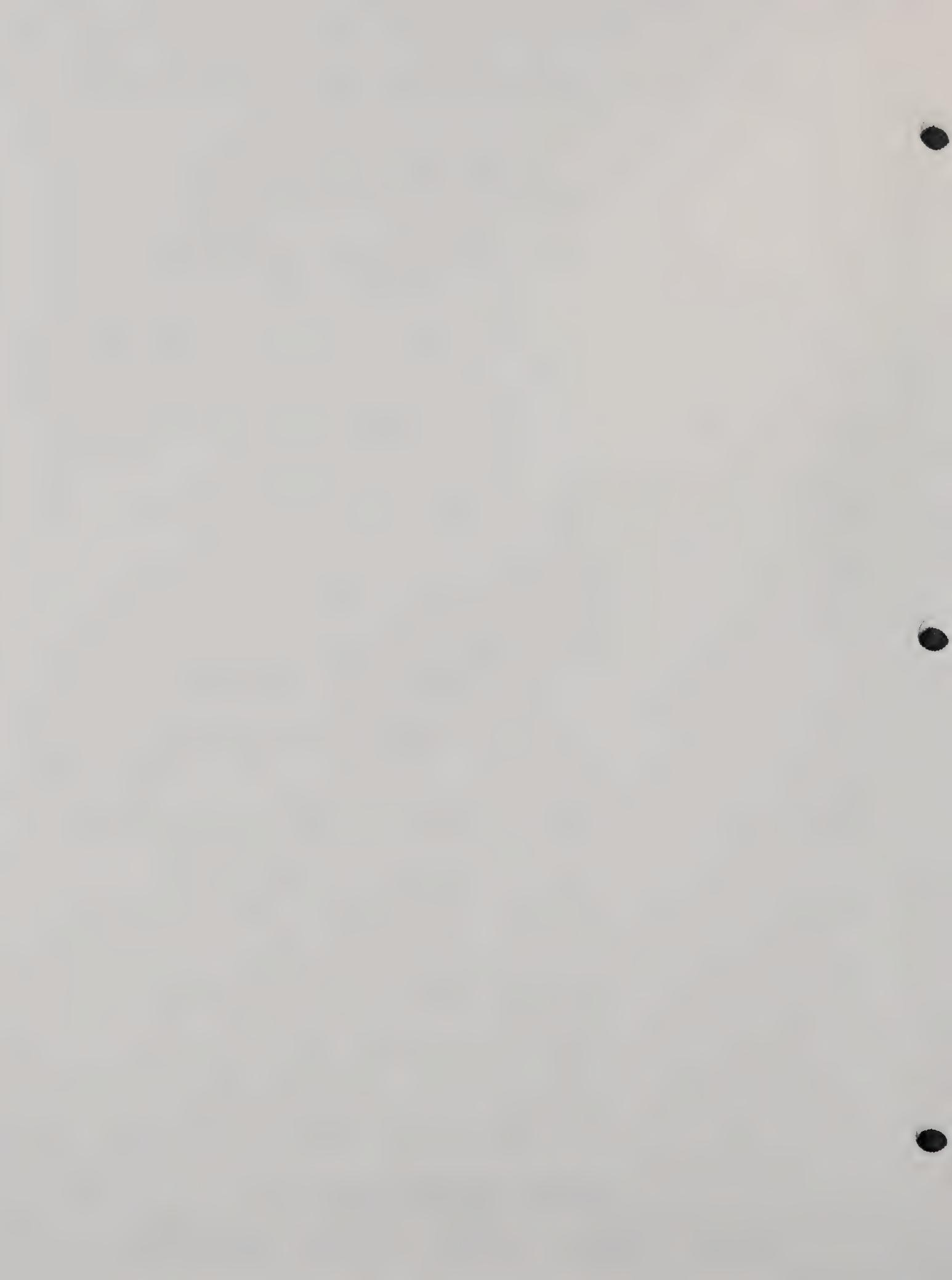
7 MR. FASHOUE: That's right.

8 MR. DOHERTY: This is a good
9 one. I don't mean to pick on you,
10 sir, but in reality, you know the
11 history of railroads I'm sure. Is
12 it correct you do?

13 MR. FASHOUE: Correct.

14 MR. DOHERTY: You know it's
15 not a very good one. It's always
16 had a history of running roughshod
17 over the people. I mean, study
18 history, you see it. Railroads
19 were considered the bane of society
20 of the midwest and in the west. In
21 the east well, we didn't -- it's
22 too far back. We started earlier.

23 But in the midwest, the west

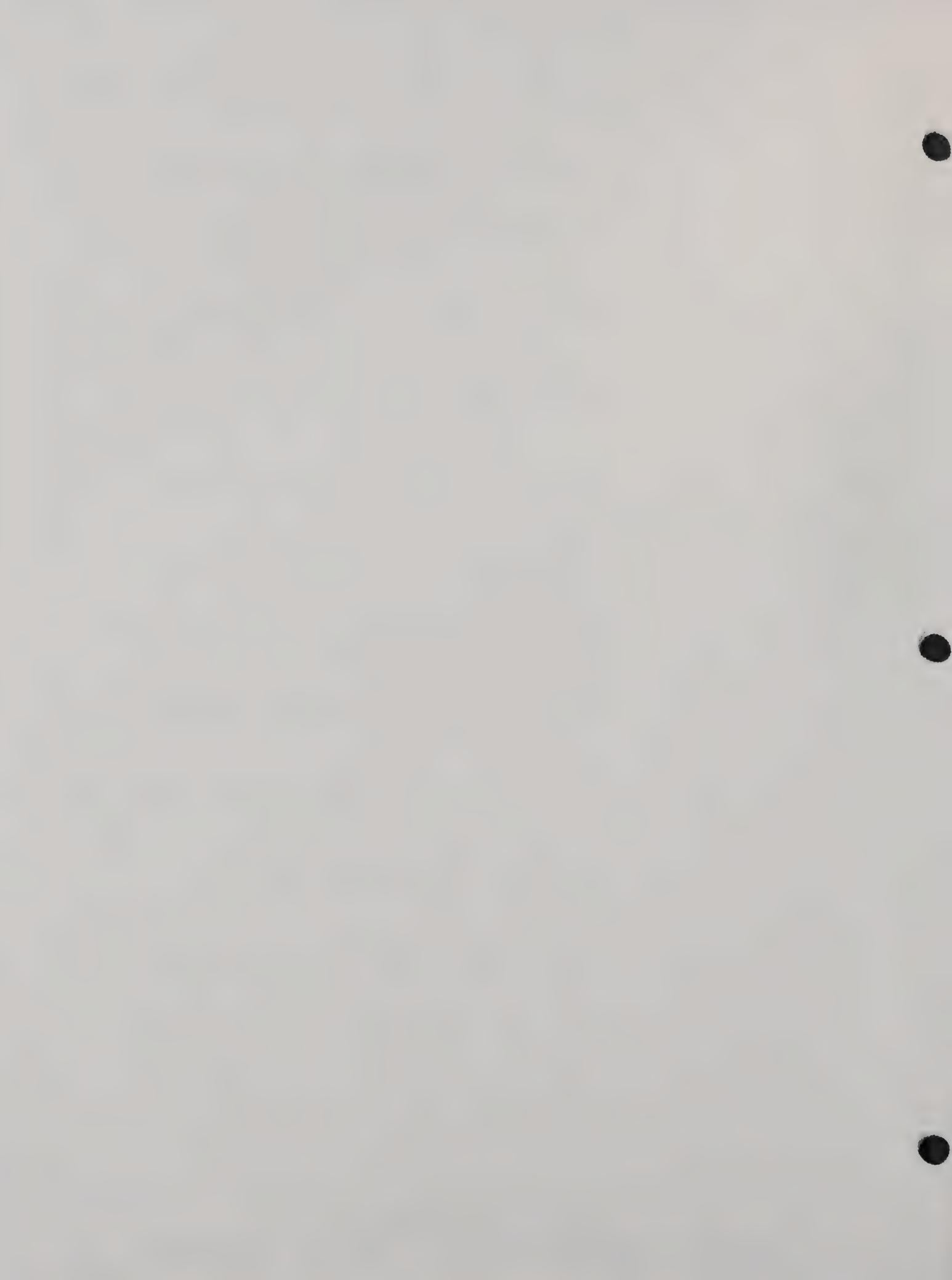


1 and in the southwest, they were
2 considered the bane of society,
3 simply ran roughshod. And I'm
4 sorry to see that that mentality is
5 still holding sway today. That's
6 unfortunate, that really is.

7 I just want to say once again
8 that this is just a sham and I
9 really don't think we should give
10 it any more attention than that.
11 Go through, as one of the previous
12 speakers said, the motions but
13 let's not justify this travesty.
14 Thank you.

15 MR. LEVY: Thank you. Next is
16 Rita Mandosa. Just do me a favor,
17 let the record show that Ms.
18 Mandosa was the one that requested
19 that there wasn't enough time.

20 MS. MANDOSA: Let me introduce
21 myself. My name is Rita Mandosa
22 and I've lived right along the
23 tracks, parallel to the tracks on

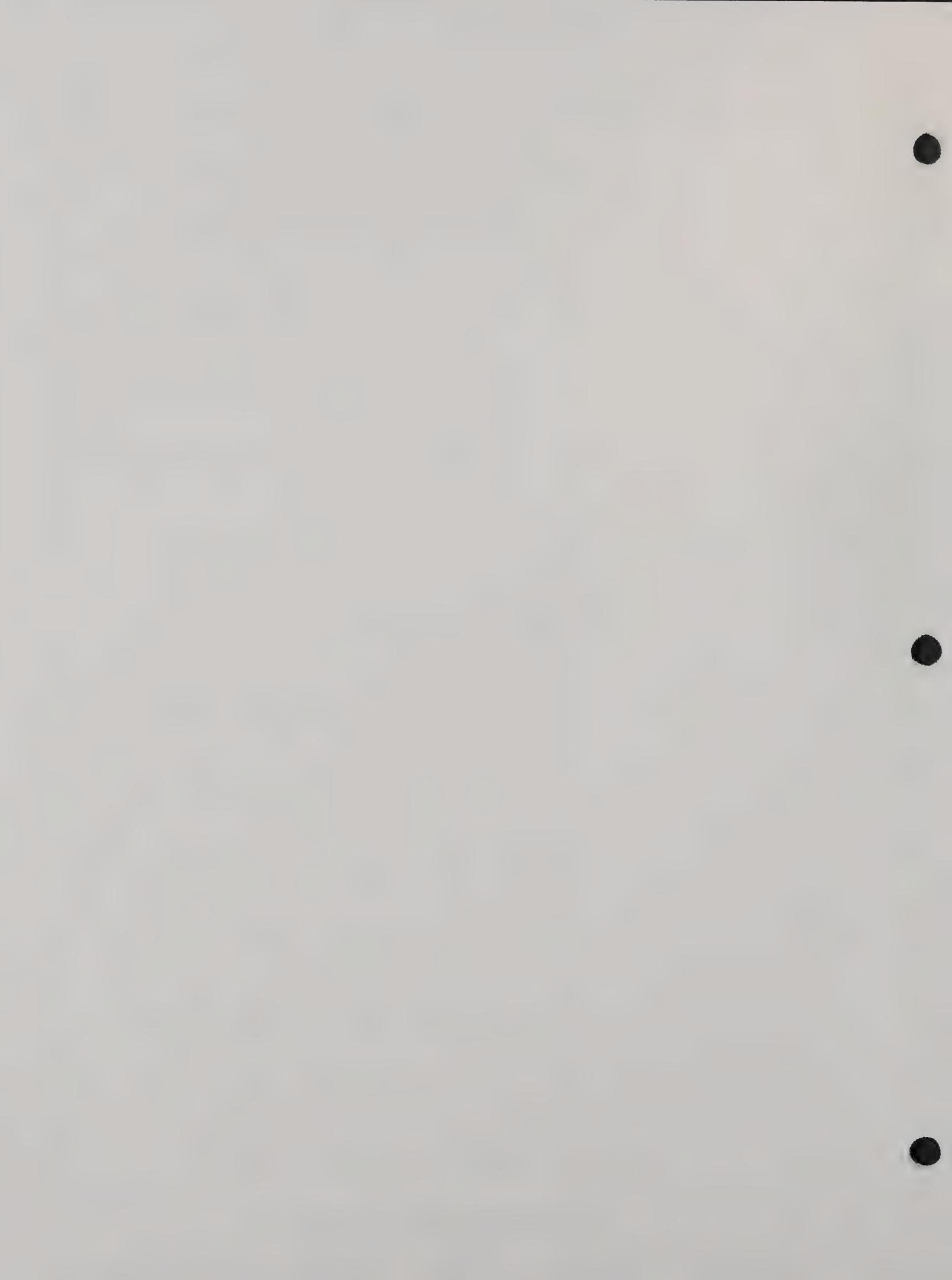


1 Cliffmont Street in Roslindale.

2 My family has lived on that
3 street for thirty years. I lived
4 in a house there. My parents still
5 live in a house on that street.
6 And my sister, her young child and
7 her husband live in another house.

8 I've been through the whole
9 history of this train business
10 recently and although tonight's
11 issue is focused on the
12 electrification of the tracks, I
13 think it's pertinent here to give
14 you just a little bit of what I've
15 been through with Amtrak and the
16 MBTA because it shed some light on
17 the dynamics that we're going to
18 have to go through if we're going
19 to have any success in stopping
20 this project and in really aiding
21 the people that need the assistance
22 here.

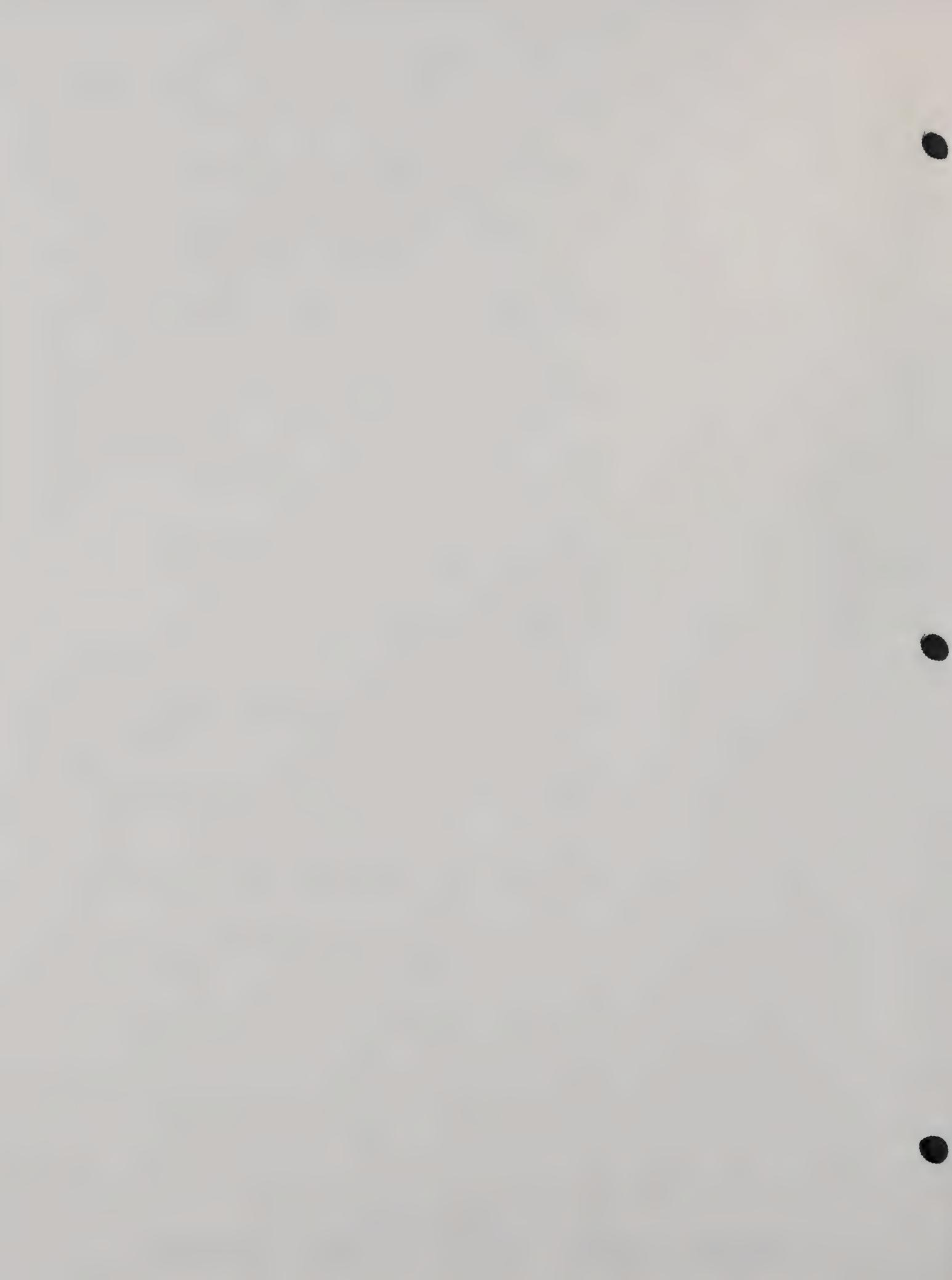
23 First of all, I should



1 identify myself as a federal
2 attorney. I mention that only
3 because I'm recognized right away.
4 When we lived on that street at a
5 time when we would have an
6 occasional New York train come by
7 and that is all and then suddenly
8 we started having twenty-five
9 trains a day then fifty trains a
10 day and then the next thing a
11 hundred trains a day.

12 And then I took it upon myself
13 to get the schedules and count.
14 And before we knew it, a hundred
15 and twenty-five trains a day until
16 two a.m. in the morning were
17 roaring by our houses within thirty
18 to forty feet of our homes.

19 So I investigated. I knew
20 that the federal law required an
21 environmental impact study before
22 that kind of change of environment
23 could occur. And you know what?



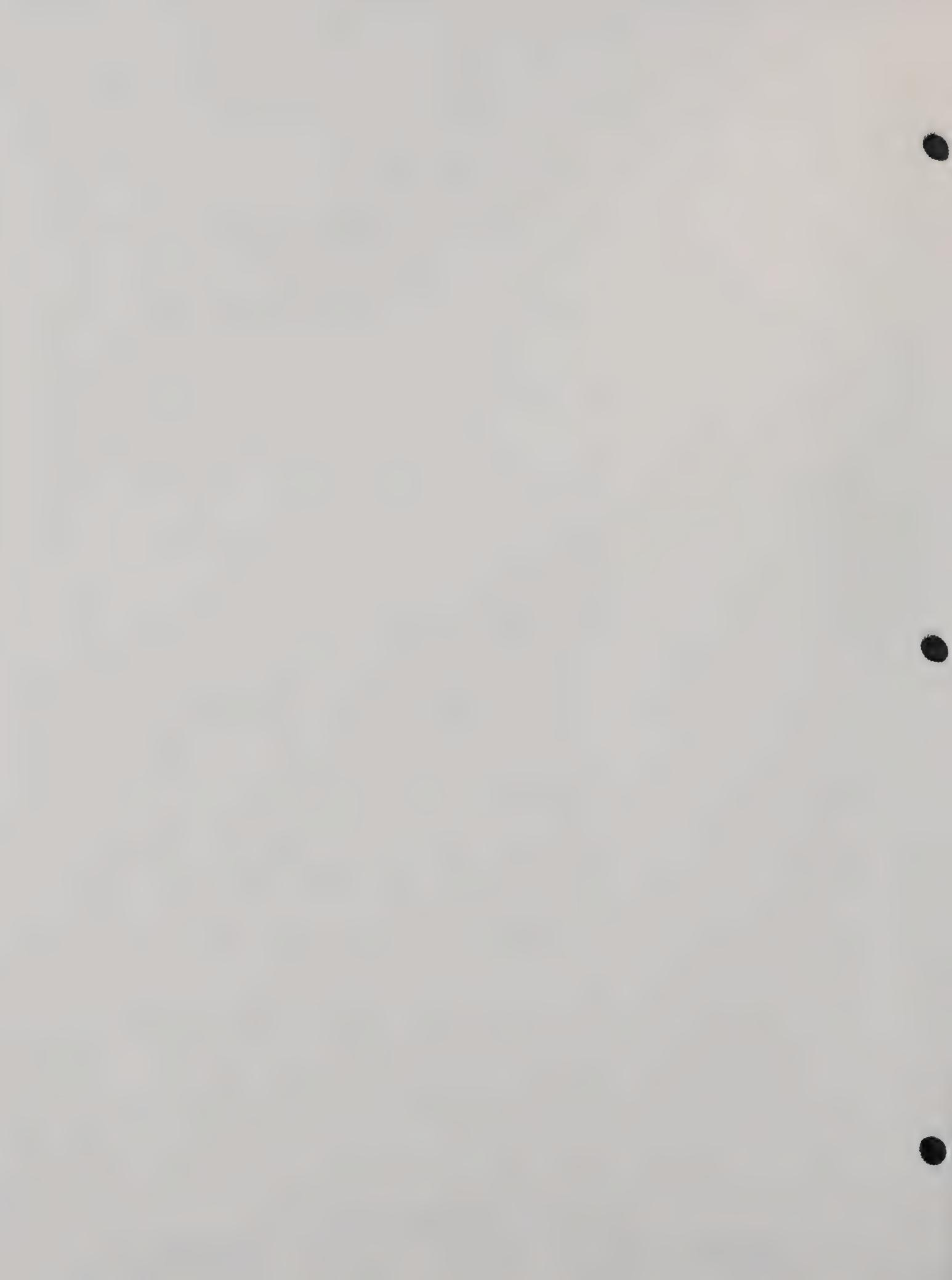
1 It was never done.

2 There was never public notice.

3 There was never an environmental
4 impact study. And the MBTA and
5 Amtrak took it upon themselves to
6 start using that Northeast Corridor
7 to run a hundred and twenty-five
8 and a hundred and fifty trains a
9 day with no consideration for the
10 citizens at all.

11 Well, I started a campaign,
12 letter writing, I personally -- to
13 address one speaker up here, I
14 personally wrote to every single
15 representative and local
16 politician, got no response from
17 Mr. Scarcia, got absolutely no
18 response from Tom Menino who's now
19 the Mayor of Boston.

20 The only politician who was
21 helpful at all was Congressman
22 Brian Donnelly and he worked very
23 hard with us and he got some of



1 these hearings. He was
2 instrumental in getting these
3 people to respond to a certain
4 degree only you know he's no longer
5 in office now.

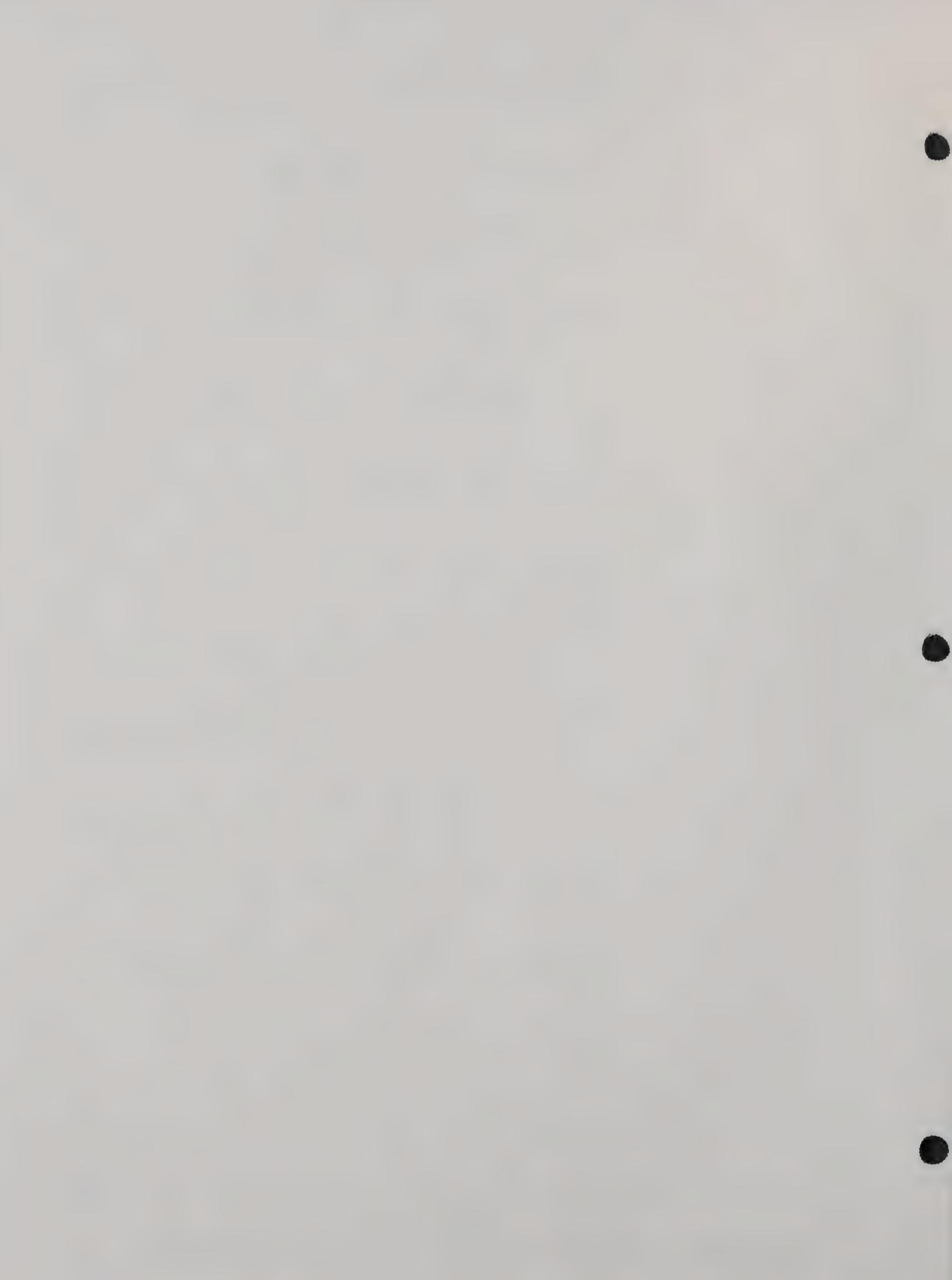
6 Joe Mokley's office was handed
7 the responsibility. I also have
8 called Joe Mokley's office and got
9 a promise today from somebody that
10 their lawyer would talk with me on
11 Thursday about these issues here.

12 We should resist what's going
13 on. If necessary we have to
14 organize and if necessary we should
15 file a class action suit. I
16 believe that the EMFs are extremely
17 dangerous. Europeans are doing
18 studies showing that they're
19 dangerous, they're cancer causing.
20 We've got to have more controls on
21 what's going on here.

22 This whole process has to be
23 slowed down and I think one hopeful

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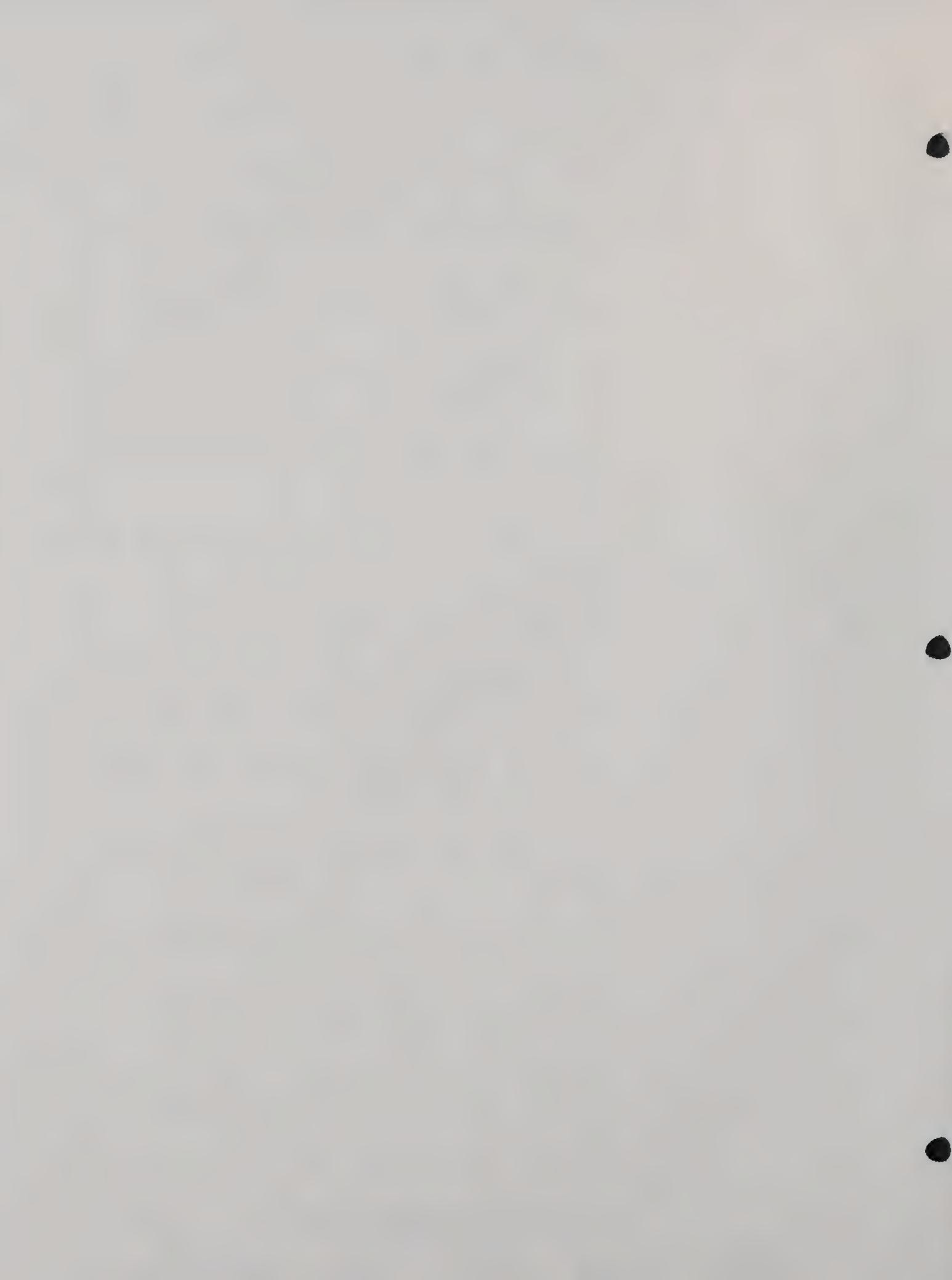
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1 sign is that we do have a new
2 administration and I do believe
3 from the inside, from having an
4 inside track here being a federal
5 government attorney that we do have
6 an administration that listens to
7 the people now, that does listen to
8 the people.

9 And I'm proposing here that we
10 all deluge our congressmen, our
11 senators, our local
12 representatives, that we halt this
13 project. And not only that, we
14 open up considerations of what kind
15 of remedies we want.

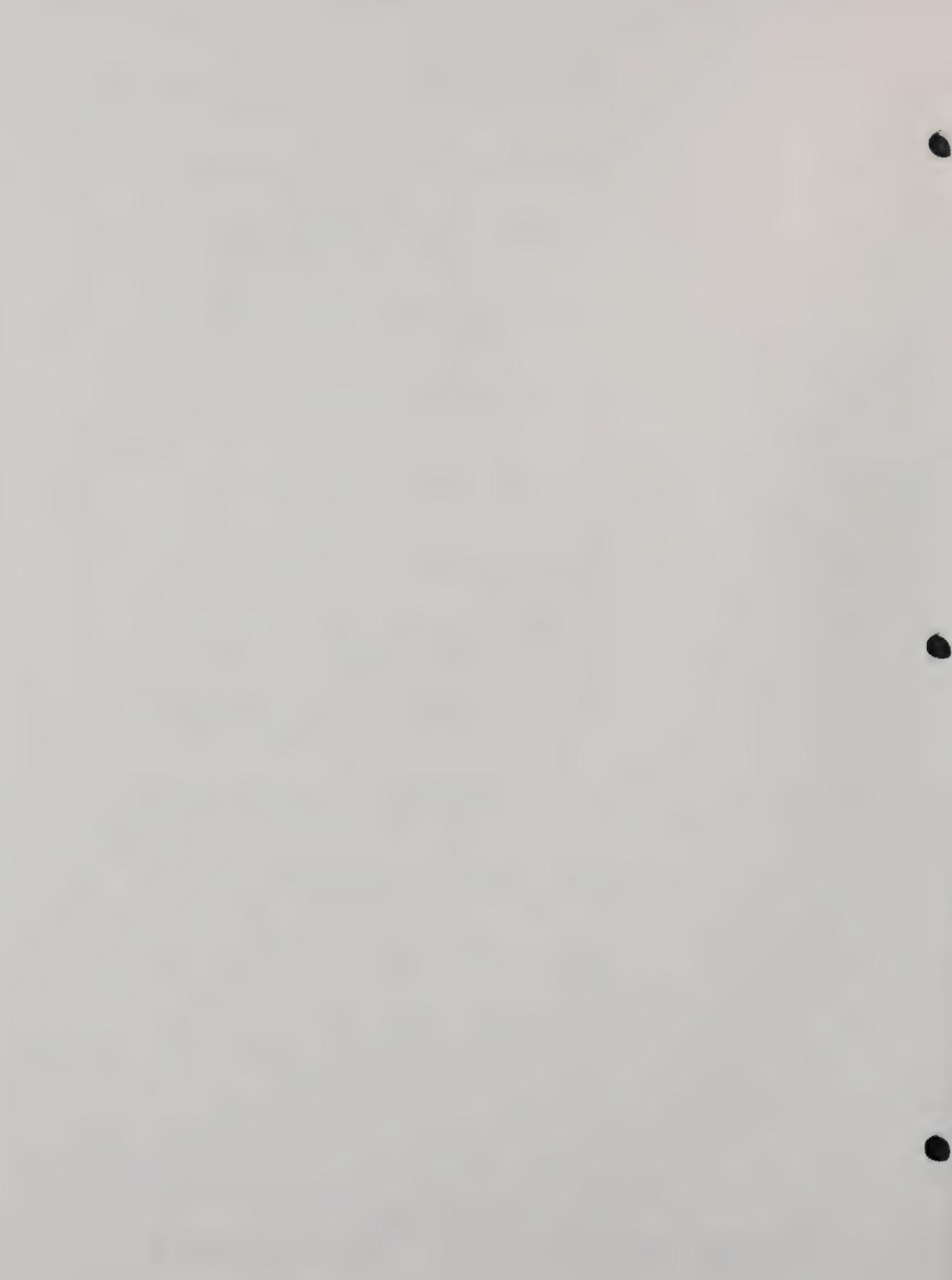
16 And if necessary, if they have
17 to buy up and take by eminent
18 domain every single home between
19 Forest Hills and Dedham or Hyde
20 Park or wherever it is that is so
21 severely impacted that the people
22 cannot live a decent life, then
23 that's what we've got to demand.



1 And we've got to insist that
2 congress allocate that money.

3 I do want to mention about a
4 couple of studies that were down,
5 sound studies. When I was living
6 on the street they came to my
7 home. They conducted a sound study
8 from my second floor bedroom
9 window. For twenty-four hours they
10 had equipment hanging out the
11 window and they were testing the
12 trains. And I read -- I personally
13 read the numbers that clicked as
14 the study ran. And over and over
15 again, the decibel levels in the
16 middle of the night after midnight
17 were above one hundred.

18 Two years later when the same
19 problem was still going on, my
20 sister had them come out and do a
21 sound study from her home. And the
22 day they were doing that sound
23 study, she called me in work at my



1 job and she said what a joke, today
2 they're doing the study and there
3 are no trains coming by. What a
4 set up.

5 I mean, we're all sick of it.

6 We're sick of the whole process.

7 We've got to slow it down. We've
8 got to have more community input.

9 What about this meeting in May that
10 people are talking about? I never
11 received any notice of that meeting
12 nor did anybody in my family.

13 And I've signed every single
14 list. My name is everywhere.

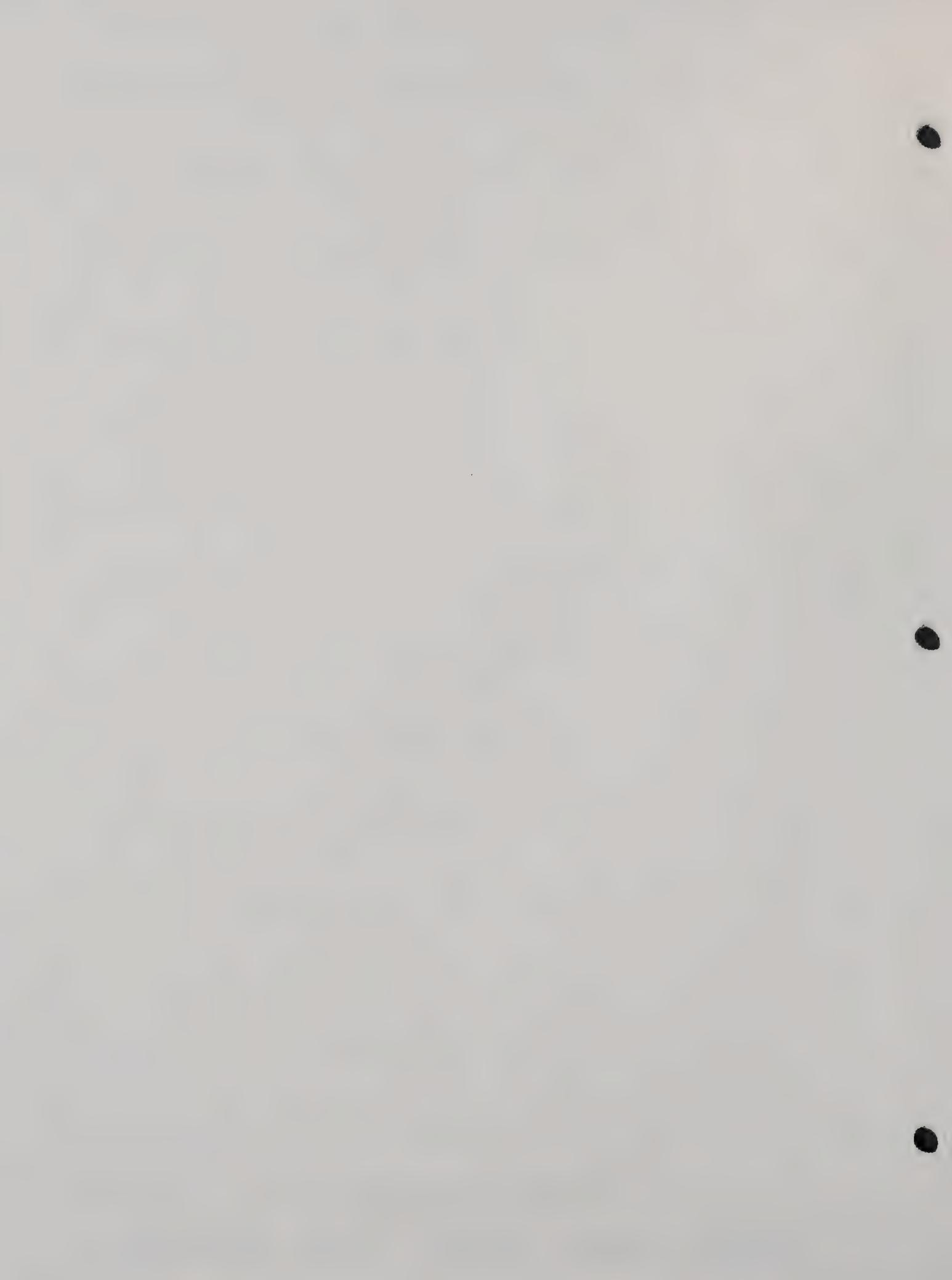
15 These people know me. I've made a
16 pain of myself to a lot of them.

17 I've spoken to them on the phone.

18 I've spent hundreds of hours
19 fighting with the MBTA and Amtrak.

20 Why wasn't I ever given notice
21 about this May meeting about the
22 EMS?

23 Clearly, there's a flawed

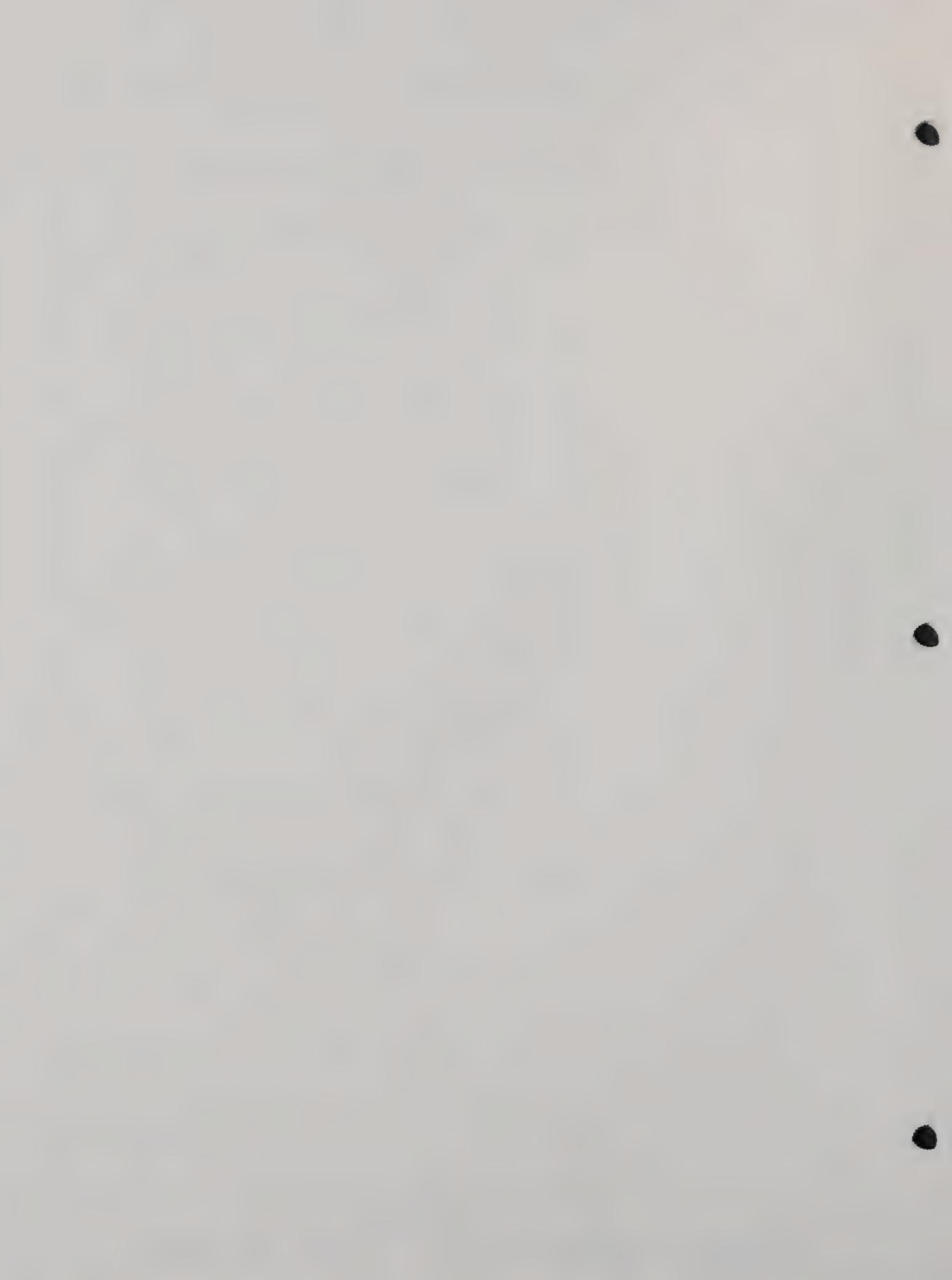


1 system here and they're trying to
2 rush something through and we've
3 got to halt the whole process.

4 Just to give you a couple of
5 suggestions. Besides contacting
6 your political leaders, I think
7 that we all have to communicate to
8 one another, get on some central
9 list, get on a telephone calling
10 network or something so that when
11 there are meetings, we all know and
12 we show up.

13 Because you and I all know
14 that there are scores of people out
15 there who if they understood this
16 meeting was going on and what it
17 meant to their lives personally,
18 they would be here. But there's
19 flawed and ineffective
20 communication going on.

21 Secondly, we've got to contact
22 the newspapers. I know that Boston
23 Globe for one has that little blurb

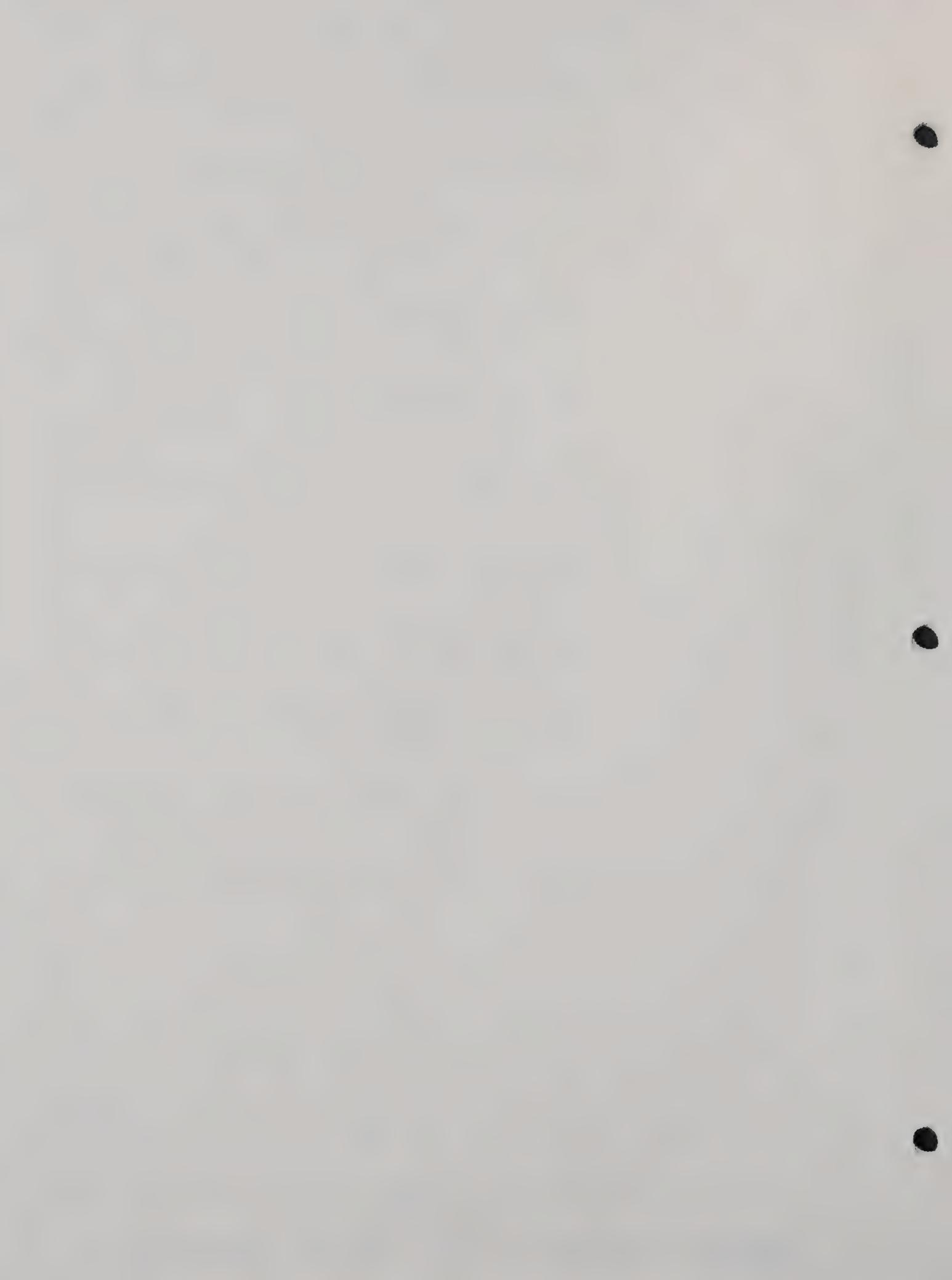


1 about neighborhood problems. Does
2 your neighborhood have a problem?
3 We'll work it up for you. We'll do
4 a spot light article on it.

5 Maybe if enough of us contact
6 the Boston Globe, they'll take a
7 good look at this issue and get in
8 and help us here. But organization
9 and communication is going to be
10 the only chance we have of success.

11 And I want to just make
12 another comment here. I think the
13 colossal insensitivity was shown by
14 this gentleman over here when he
15 said he believed that this -- these
16 trains, these electrified trains
17 were going to benefit every single
18 person in this room.

19 That is so colossally
20 insensitive when we all know what
21 it is doing to our children, small
22 children. We know the impact it's
23 having on the quality of our lives.

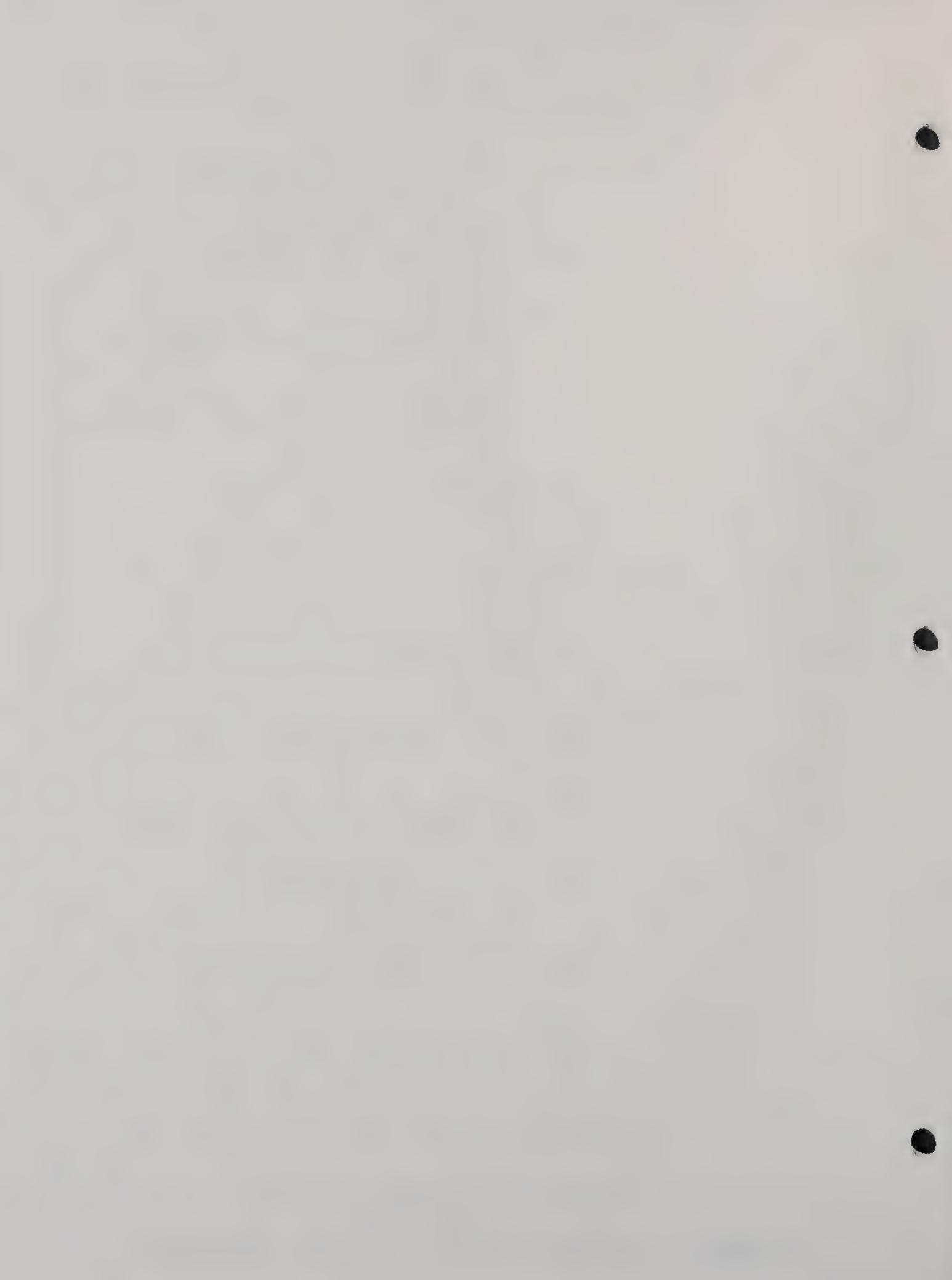


1 And it's not big business that's
2 running this country anymore. It's
3 the people and the quality of
4 people's lives.

5 And if they can't remedy the
6 problems that they've caused us,
7 then they have to just have some
8 kind of a formula, whether a
9 mathematical formula, maybe it
10 involves footage or whatever, and
11 just buy up the whole corridor and
12 buy up everyone's homes and let
13 some people live elsewhere in peace
14 and quiet. That's all I have to
15 say.

16 MR. LEVY: Thank you. The
17 next one is James Lesnick.

18 MR. LESNICK: I'm James
19 Lesnick. I live not on the
20 corridor adjacent to the tracks but
21 about one street away. I would
22 like to comment on the benefit
23 first of this whole proposal and

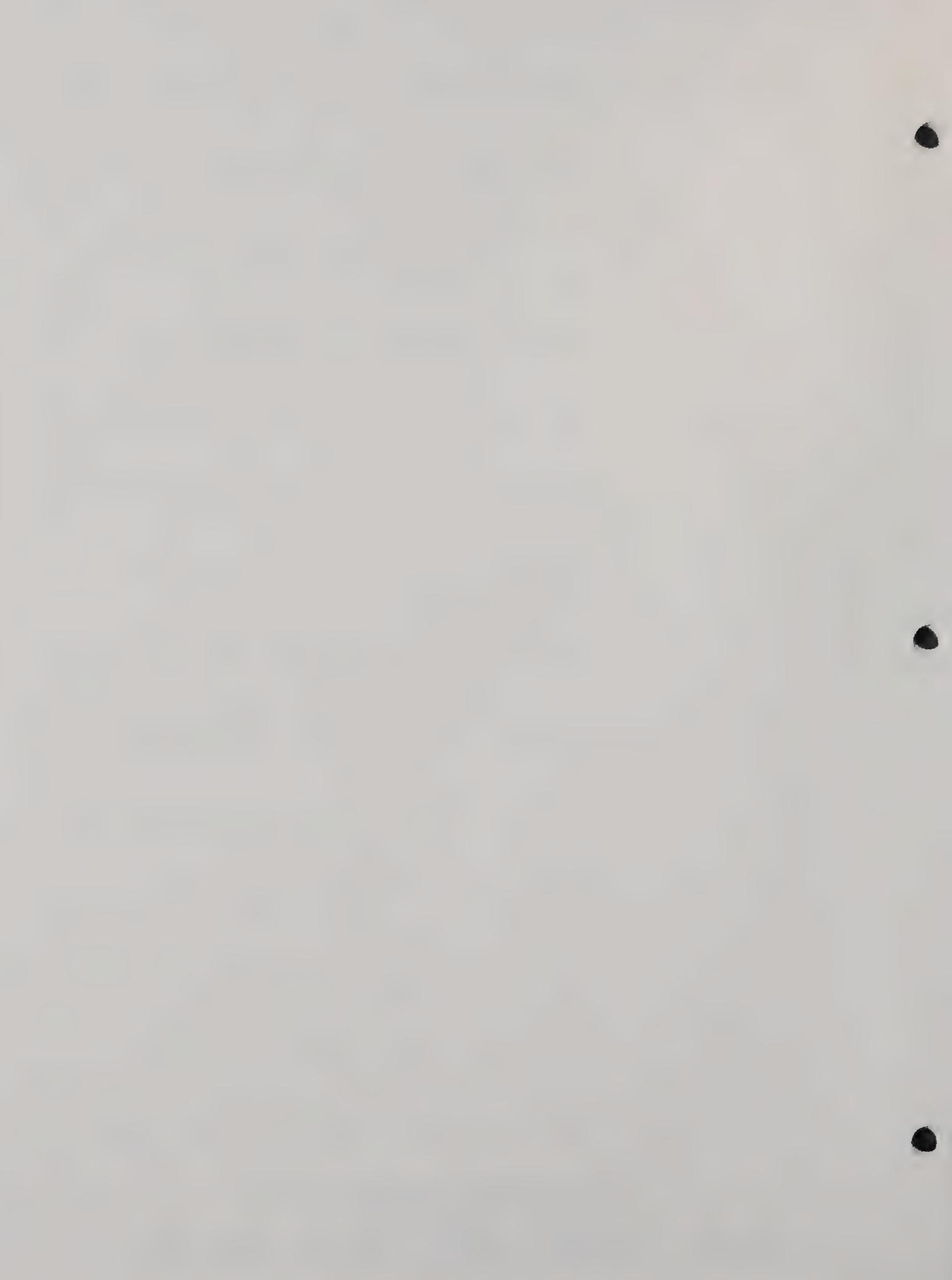


1 try to see if I could kind of bring
2 up some perspective.

3 The reason for this high speed
4 rail is to this promise of a
5 benefit to the environment, an
6 economic benefit. And I think a
7 lot of the gain of this project was
8 proposed to us long ago through the
9 local electric company who said
10 that we should build more power
11 plants because of the proposed
12 increased demand which will produce
13 brown outs if we don't build the
14 plants. And that is shown to not
15 have occurred.

16 We've resisted the building of
17 many new power plants and it's
18 shown that -- there was an article
19 in the Globe I think last week that
20 this demand didn't come to be true
21 and these plans weren't needed.

22 So we've shown that we can
23 find other alternatives. To just

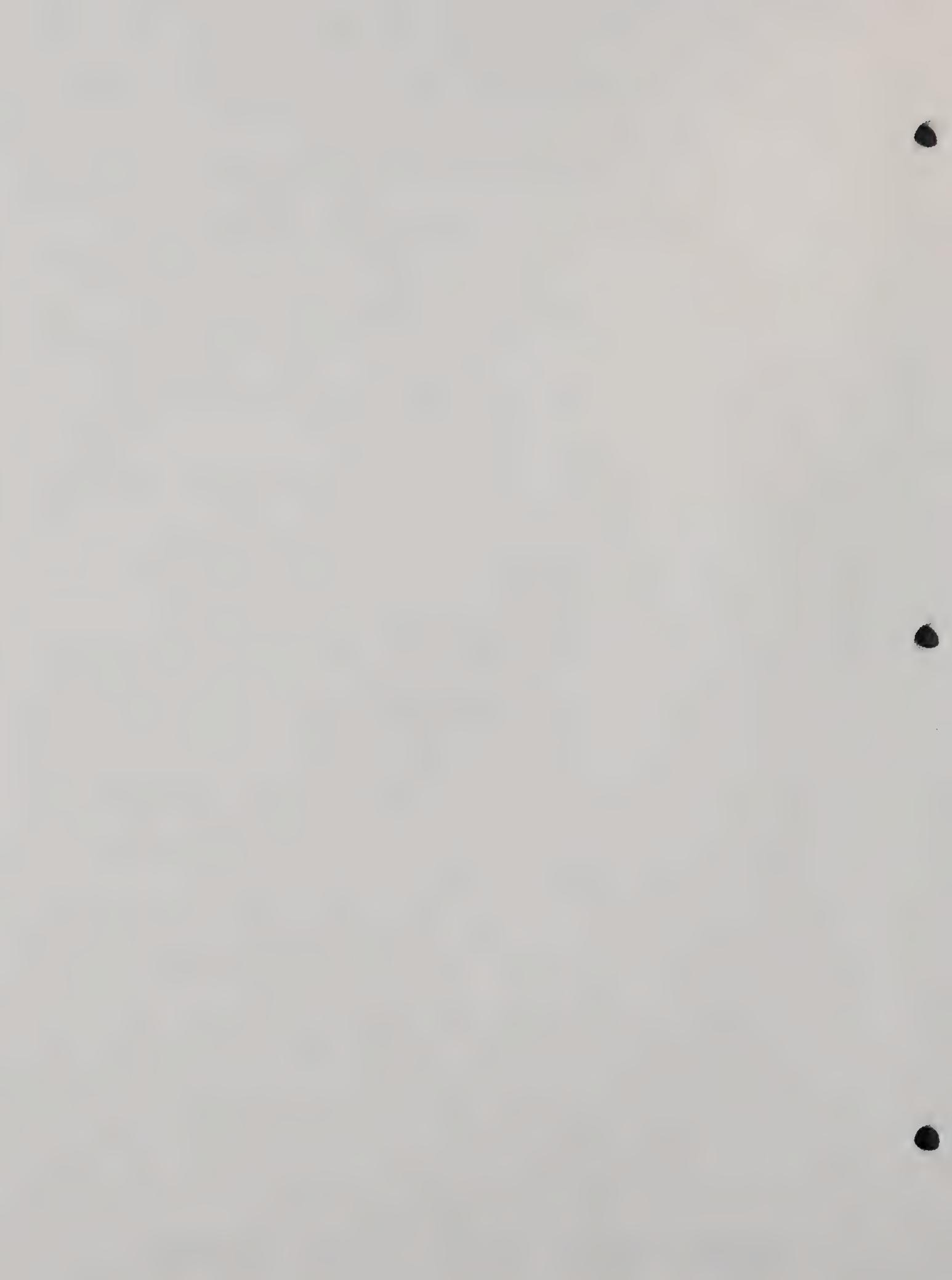


1 saying build and increase traffic
2 isn't an inevitable result of
3 progress. There are alternatives
4 and I don't think those
5 alternatives have been explored for
6 the whole New England area and
7 around Boston.

8 I think that increased traffic
9 and increased congestion on the
10 highways, well, I didn't see any
11 major meetings to discuss what
12 could be done to develop a new type
13 of transportation philosophy for
14 the Boston area. Why is it that
15 the cars -- we must have this high
16 volume of cars. It doesn't quite
17 make sense.

18 This high speed rail is
19 already in place I believe between
20 Washington, DC and New York. And
21 I've been to both cities recently.

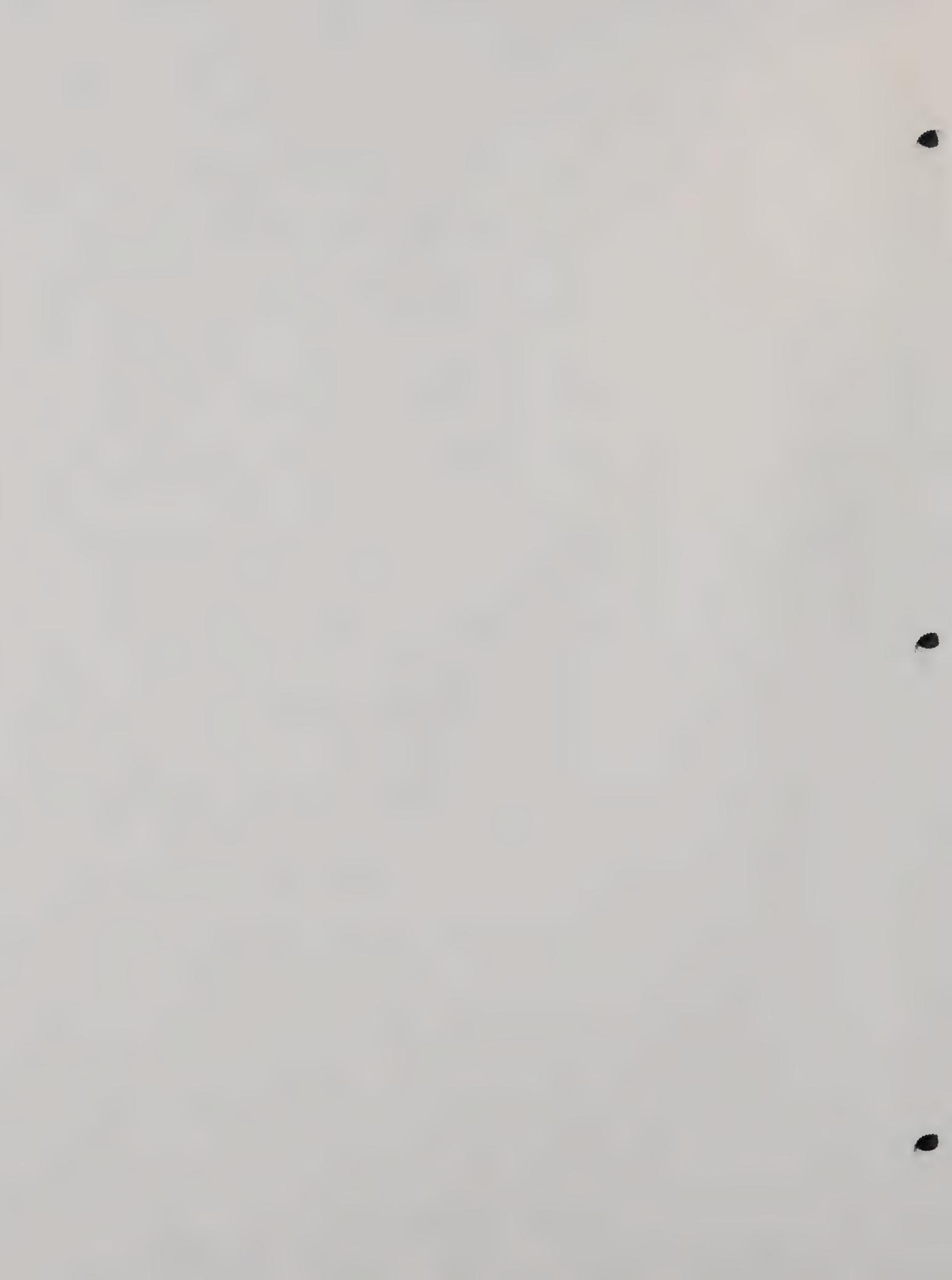
22 I don't see this great benefit
23 economically to these cities. In



fact, I think DC is a pretty miserable place to hangout. New York City, I mean, I have friends there. I would like to get there quicker but if I don't get there quicker, fine and dandy. See, not at the expense of other things.

So what I'm afraid of is that we through progress, we will become like DC and like New York. I don't want that. I live here in Boston for lots of good reasons and I'd like to maintain those good reasons. You know, namely, that there is concern and some sense of identity.

So I question the benefits and the threat, you see, of not having this high speed rail system installed. And if I could back things up so we could discuss that but I don't know how. I mean, how do you look at that larger picture

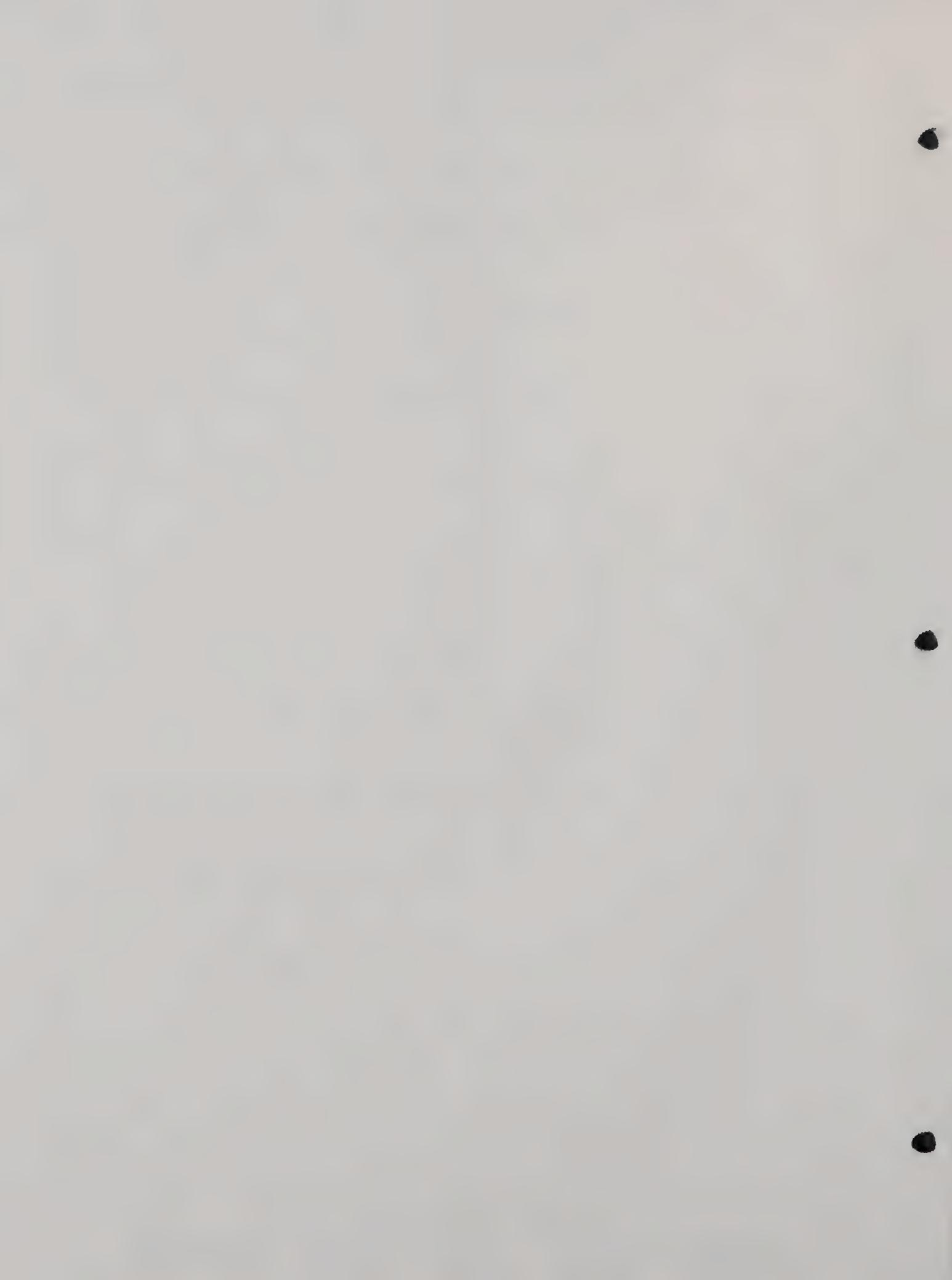


1 because it's like an ultimatum.

2 This has been determined that this
3 is in our best interest from
4 Washington.

5 As far as the noise and EMFs,
6 I think that most studies will show
7 even if we did study the EMF, the
8 negative effects of EMFs, I think
9 the studies will probably show that
10 they will be minute in comparison
11 to all the studies that show that
12 noise, that high noise levels could
13 cause and those are much more
14 documented. And I think you'll
15 find ten times the adverse effects
16 of high noise as any other studies.

17 I don't know why we can't
18 change the method of implementing.
19 Even if we have a high speed
20 system, why can't we change the
21 method of implementing this such as
22 we design maybe for 150 per hour
23 but we start this thing off at say



1 30 miles an hour and you ask our
2 permission, you see, to slowly
3 increase. Look, 40 or 50 and we'll
4 slowly raise the train up over a
5 period of time if we find it
6 acceptable. You see, that seems
7 the right way of doing it.

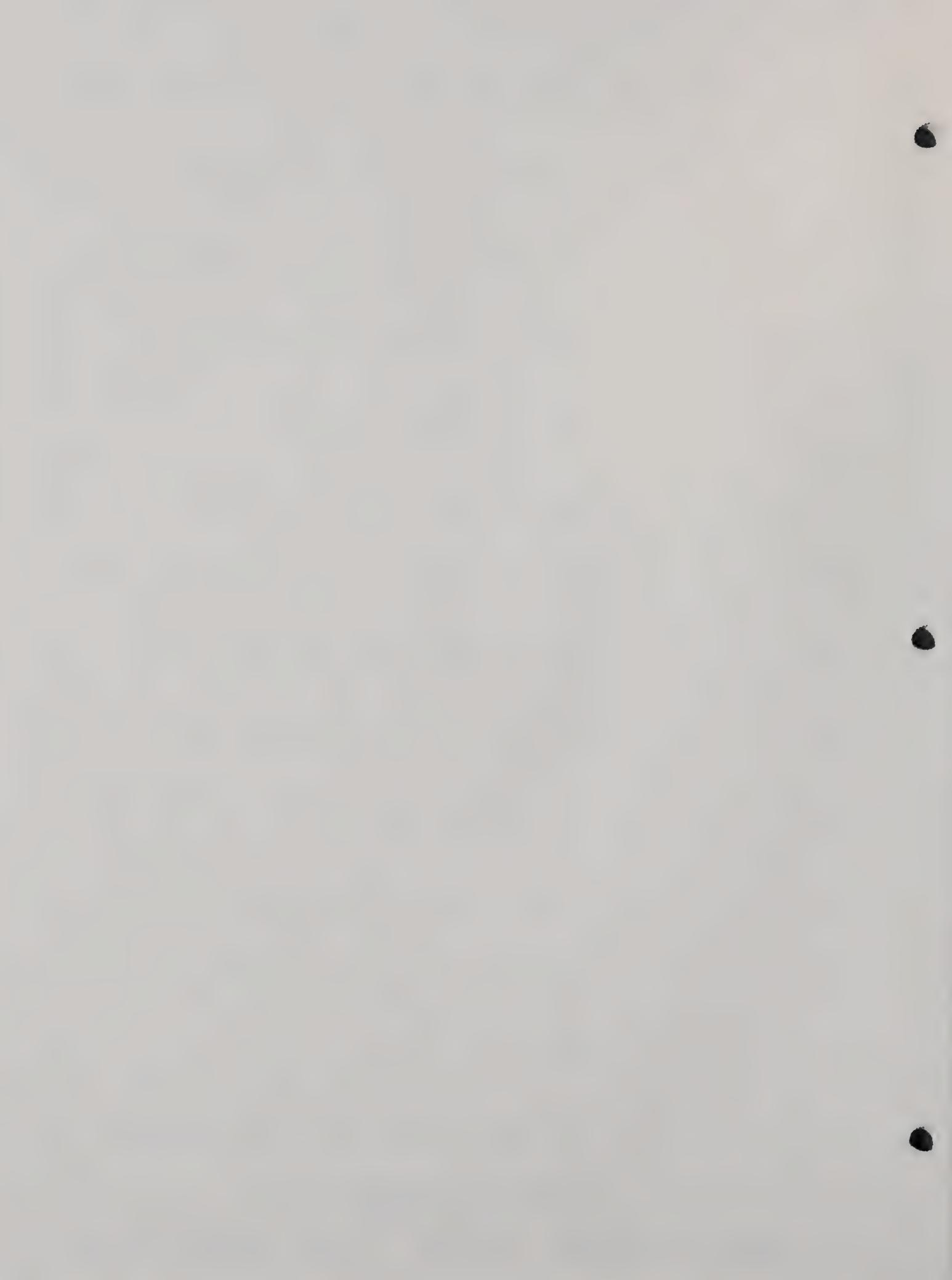
8 You don't start backwards with
9 making the noise at 150 miles an
10 hour and then work -- and then make
11 us get on a treadmill to try and
12 slow things down and make it
13 quieter. See, why can't we
14 automatically start off, you make
15 the noise, you shut the thing down.
16 That's it, you fail.

17 And I think that's -- I don't
18 know. That's progress to me is to
19 somehow grab this thing in and show
20 that there's a different way of
21 approaching it.

22 This style of just building
23 and expanding, that seems ancient

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1 to me. That seems like an
2 old-fashioned way when land and
3 resources were unlimited perhaps
4 that built a country. But I think
5 that all our progress now is with a
6 different philosophy, you see.

7 And as far as other countries
8 and what they're doing, yes, I'm
9 going to keep an eye on that. But
10 if we -- I mean, I don't want to
11 become like Japan actually just
12 like I don't want to become like DC
13 and New York.

14 See, that's not quite a
15 threat. I don't want to be
16 threatened like that. I'm into
17 economics but somehow I think that
18 we can find a more -- a novel and a
19 better solution. That's all.

20 MR. LEVY: Thank you.

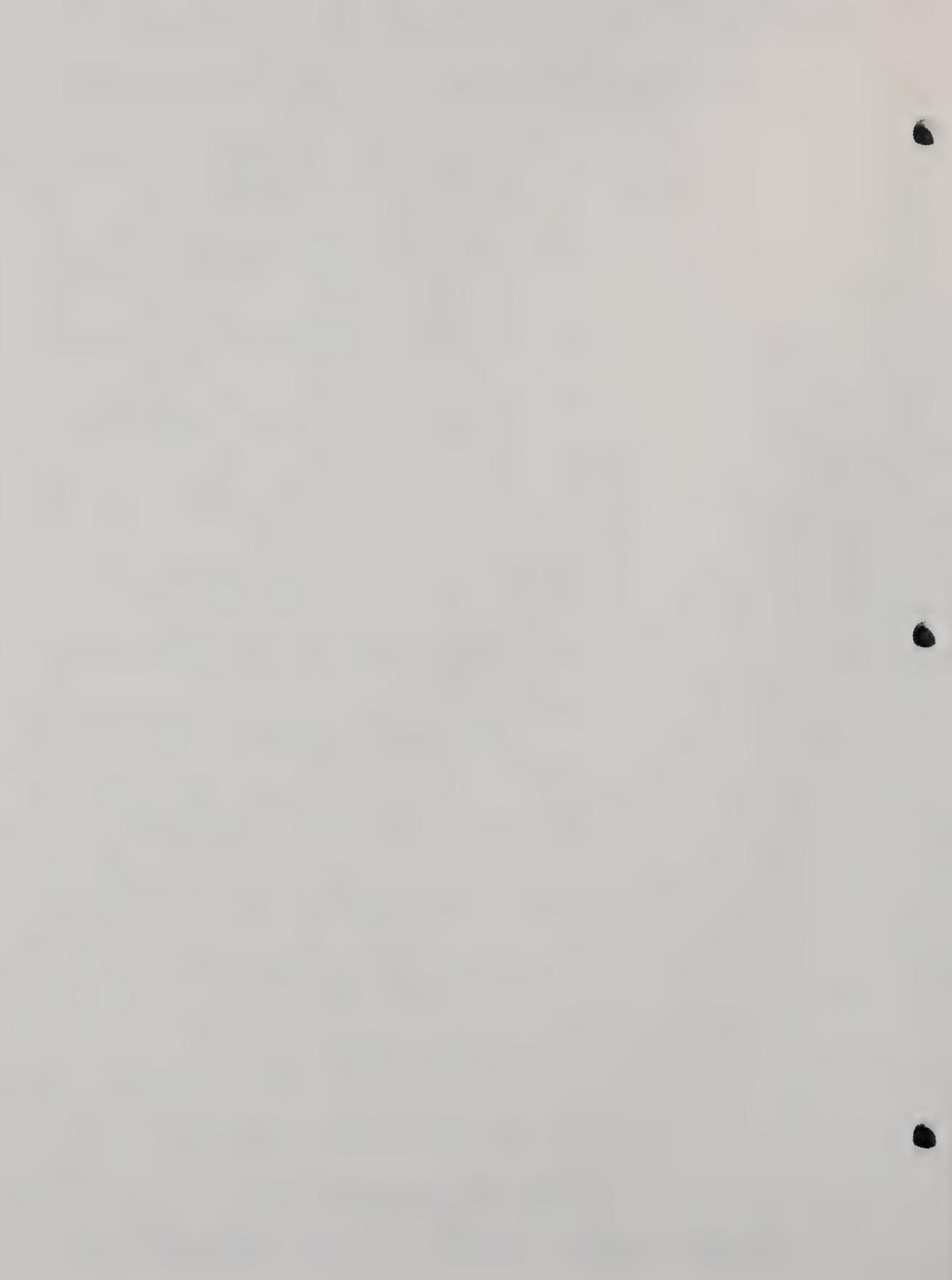
21 Kathleen Rowlings.

22 MS. ROWLINGS: Good evening.

23 My name is Kathleen Rowlings. I

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1 live at 8 Windham Road in Hyde
2 Park. I don't have as fancy a
3 speech to give as everyone.

4 I have some questions and I
5 have also a list of some current
6 and potential problems that I see
7 with the rail.

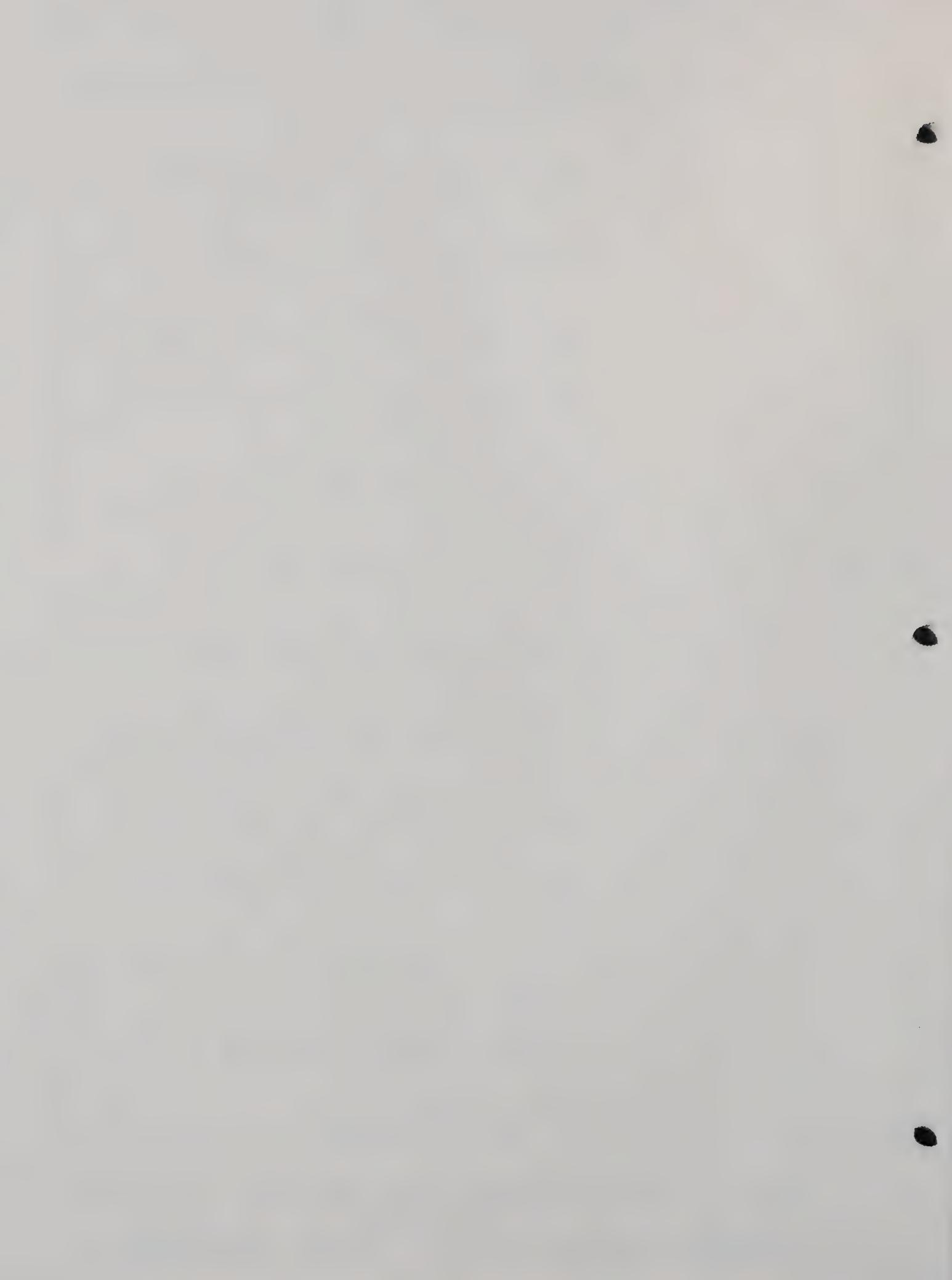
8 Currently, the chain link
9 fence and steel fences are broken
10 in the areas along the tracks. I
11 had the unfortunate incident in May
12 where my children were playing in
13 the playground which abuts
14 conservation land which abuts the
15 park. My puppy was playing with
16 them and my puppy ran off with
17 another dog and was killed on those
18 tracks.

19 The only thing I can thank God
20 for is that my children did not run
21 on those tracks. There's an
22 opening there.

23 When I called for the

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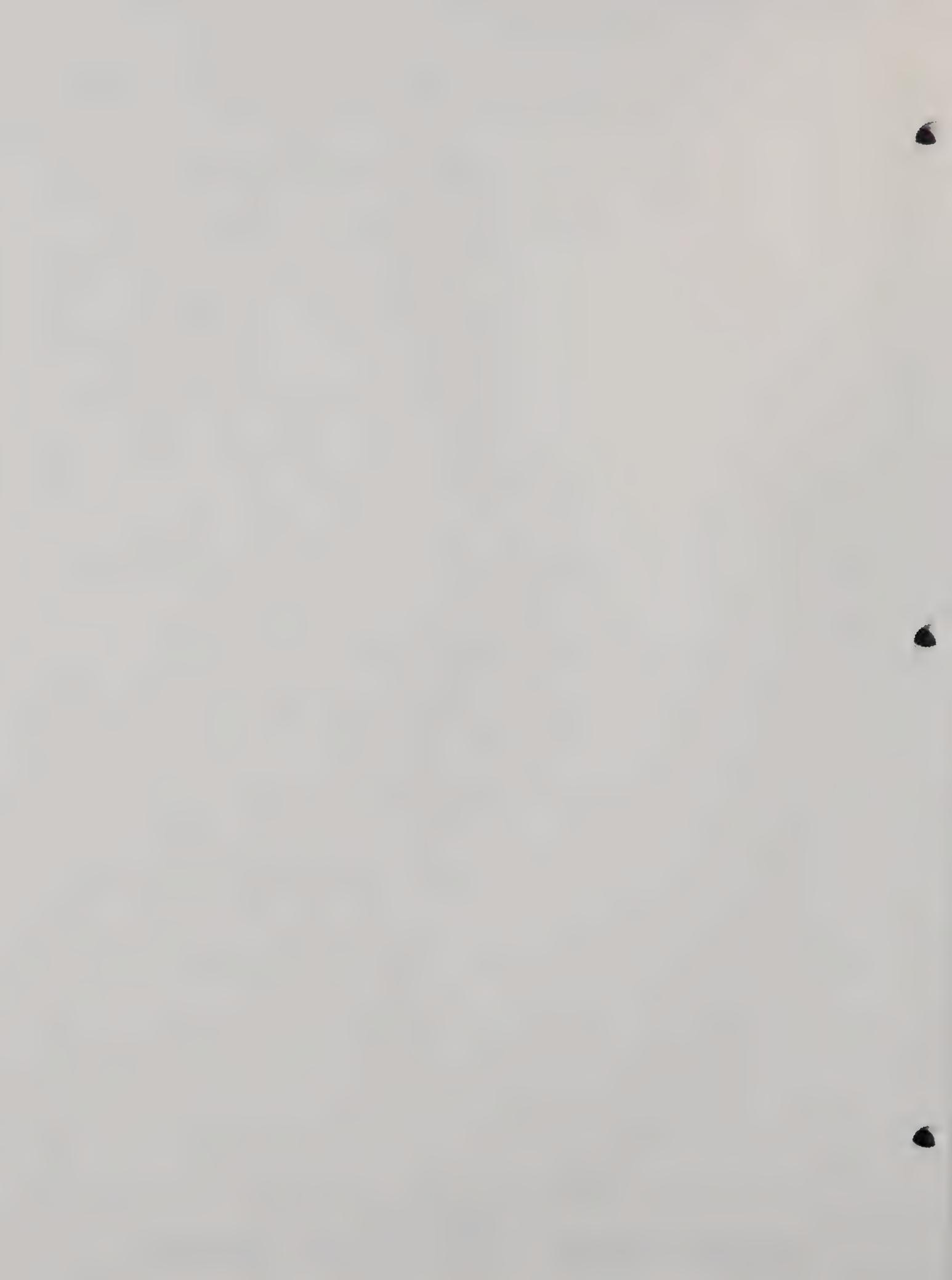


1 maintenance to close that area of
2 the tracks, I was told that there
3 are hundreds of miles of tracks to
4 be maintained and it is very
5 difficult although people were very
6 polite and came out I believe after
7 a week to do that fencing. The
8 fencing is cut again.

9 And the reason the fencing is
10 cut is because the footbridge there
11 is not being maintained where
12 people can cross. There are
13 puddles of water in the spring that
14 pool there probably because there
15 are some wetlands around.

16 Also the footbridge is not
17 well lit and it's not maintained in
18 the snow and it's not policed at
19 any time. Also the residents are
20 isolated in this area from stores
21 or businesses and schools by these
22 railroad tracks.

23 So I think when you're

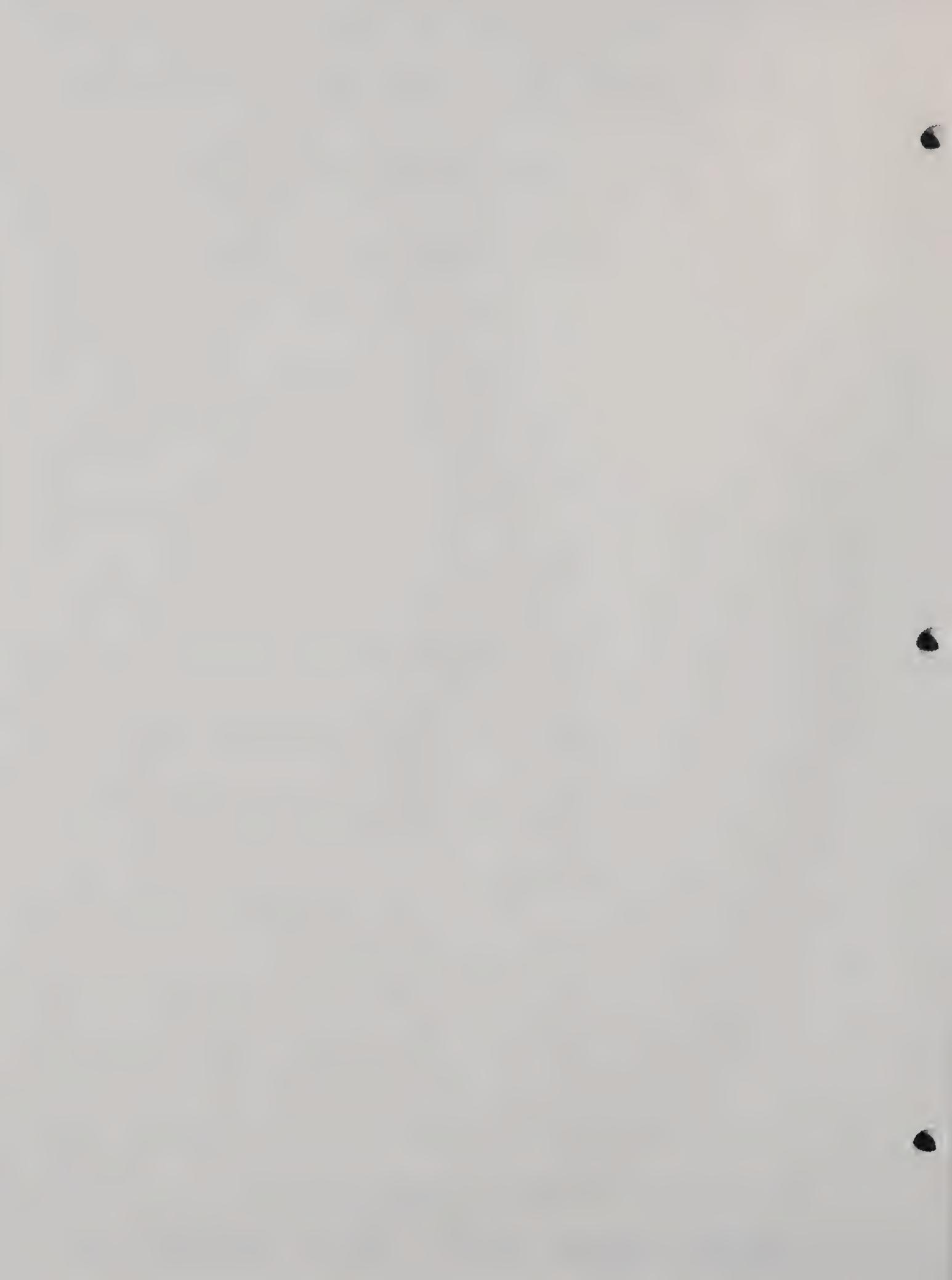


1 considering any improvements, that
2 these kinds of things need to --
3 any upgrading of the tracks, you
4 need to consider these current
5 issues.

6 Also the noise and vibrations
7 from the trains in the day and the
8 construction work at night.

9 We experienced that on Windham
10 Road which is probably I'd say
11 maybe a thousand feet. It could be
12 a little more than a thousand feet
13 from the tracks. It's not right
14 next to it but we do experience it.
15 And with more trains, we can see
16 that this is going to be
17 disruptive.

18 I ask that you could please
19 consider the following
20 recommendations before any upgrades
21 are made. And first of all, that
22 would be that stronger fencing,
23 steel fencing or other suitable

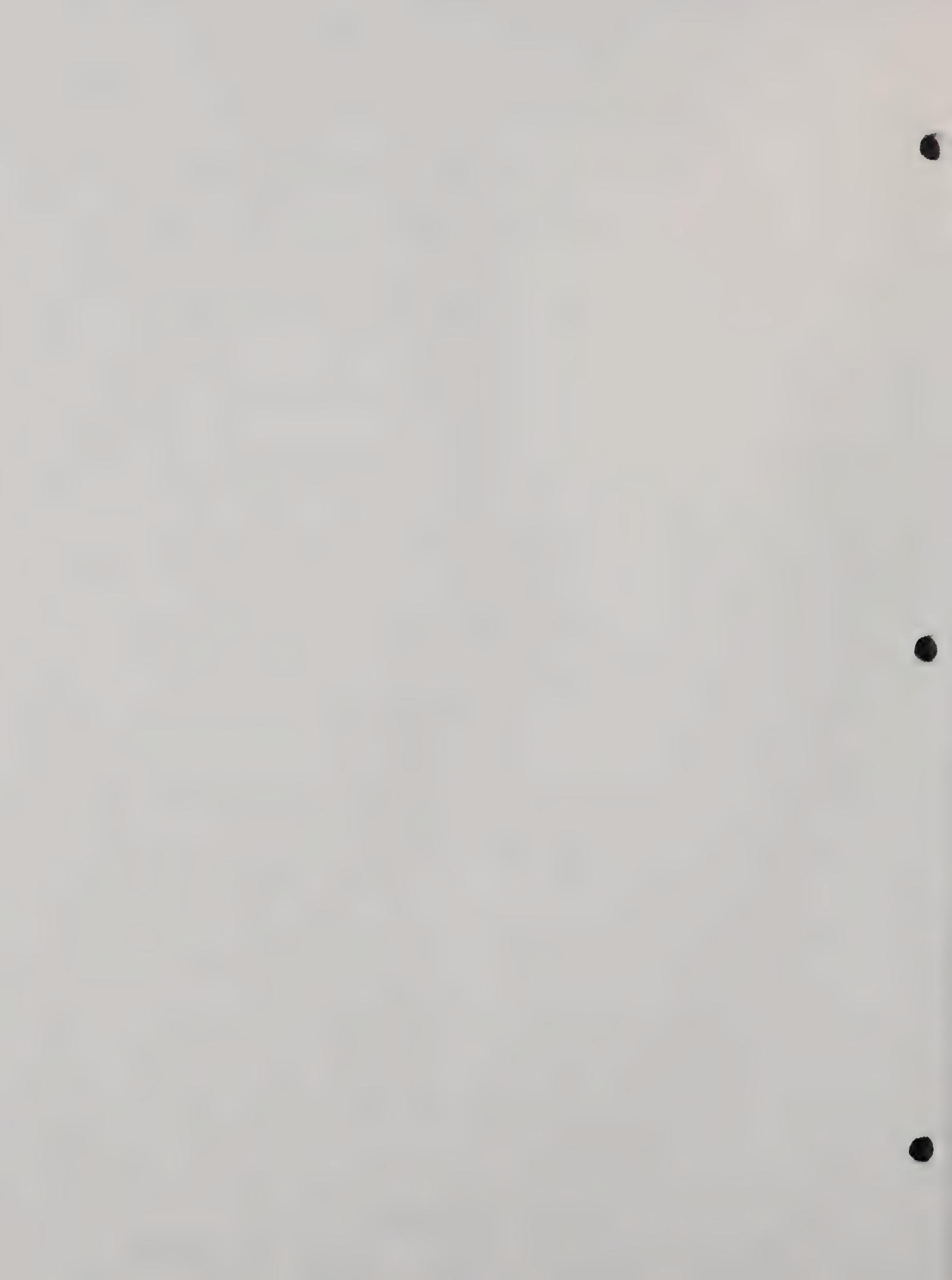


1 barriers be constructed before any
2 upgrade is done and I don't know
3 what -- I didn't see in the report
4 anything specific on that and I
5 also didn't see in the report any
6 maps of this local area.

7 I saw the Connecticut maps and
8 Rhode Island in the small issue
9 that's up there. I don't think
10 there's any maps of this area. Are
11 there maps of this area in that
12 edition?

13 MR. LEVY: Yes.

14 MS. ROWLING: I mean, that
15 show the specific construction of
16 bridges. You show the Connecticut
17 River. You show around some of the
18 different rivers but you don't show
19 anything along the Boston Southwest
20 Corridor, no specific streets or
21 anything like that are shown in
22 that area or the Roxbury station
23 that is not shown I think on this



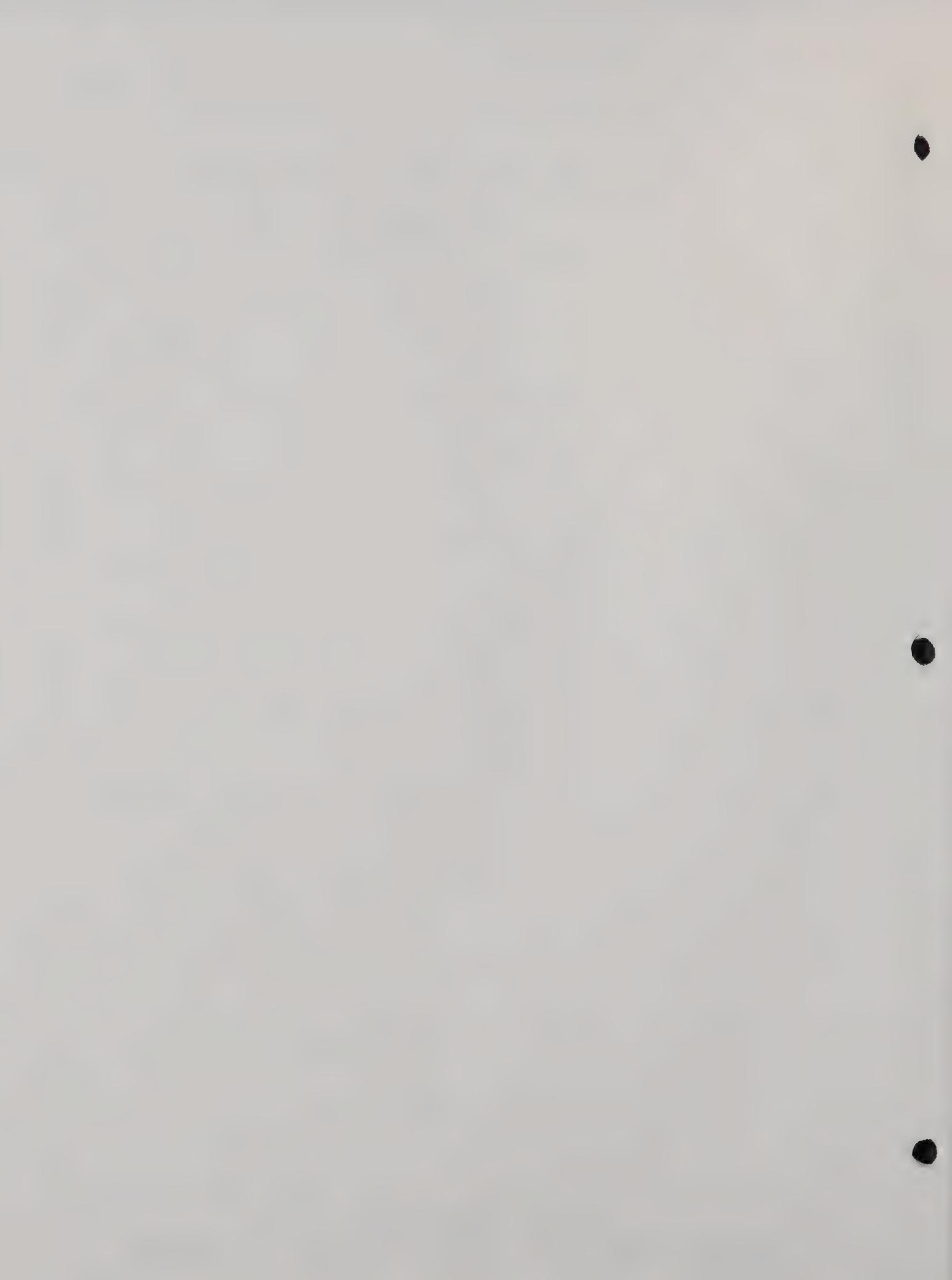
1 map also that in this compiling.

2 Also regarding noise abatement
3 issues, we ask that you examine the
4 current noise in relation to the
5 current noise pollution standards
6 that are now in existence. And the
7 engineering measures you used, you
8 know, to provide the trains that
9 the trains do not make as much
10 noise. I mean, I don't know what
11 new measures are being made but I
12 think that's a necessary factor.

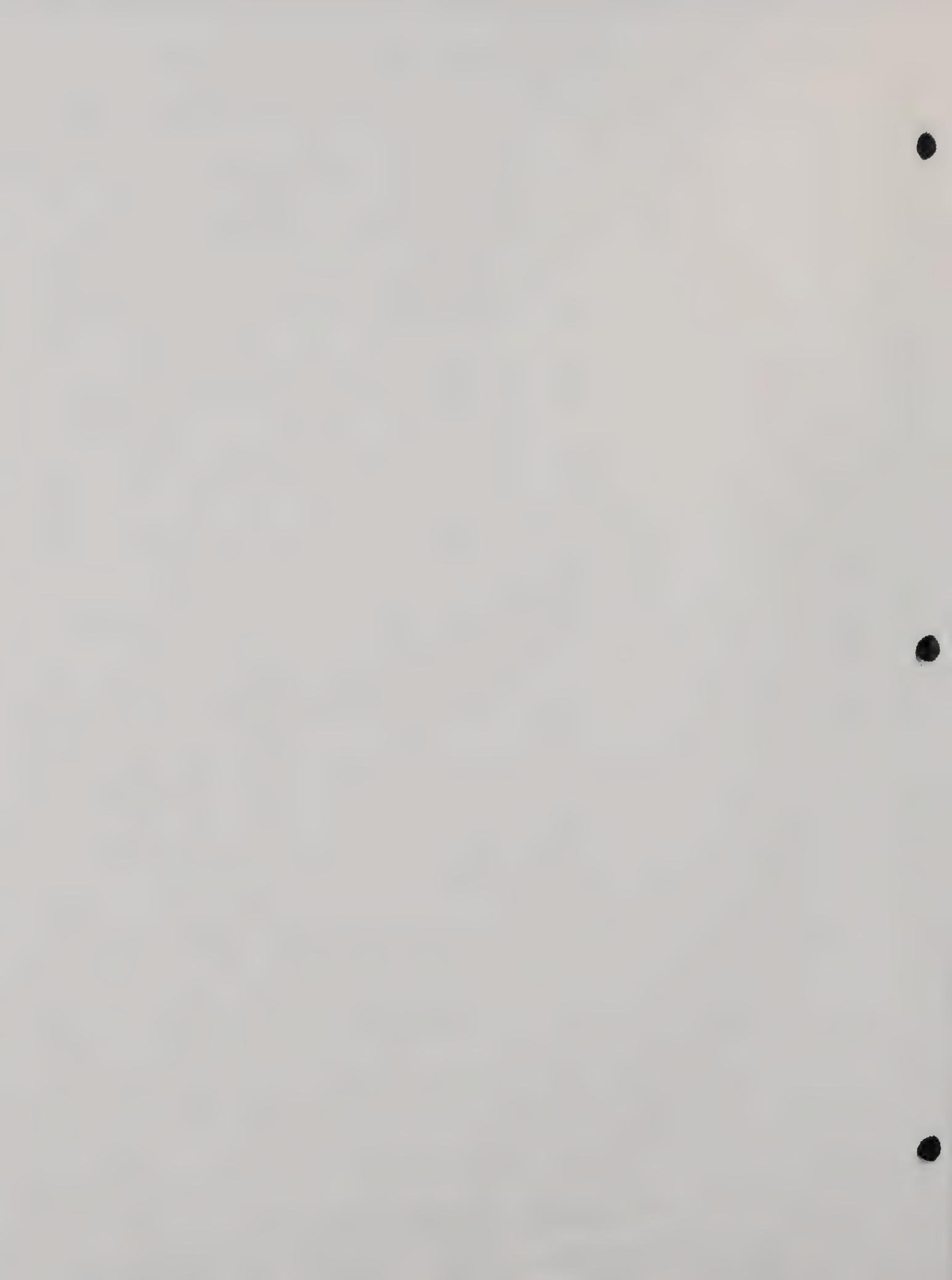
13 Also that the adequate noise
14 barriers be put in place and that
15 also a study of the impact on the
16 abutting conservation land.

17 I don't know if the Boston
18 Conversation Commission has been
19 notified regarding this because
20 they have abutting land along --
21 this is in Hyde Park along where
22 the MDC property was.

23 And, you know, I have a



20 I didn't see anything in the
21 papers here regarding that aspect
22 of the study and I would like to
23 see something on that.



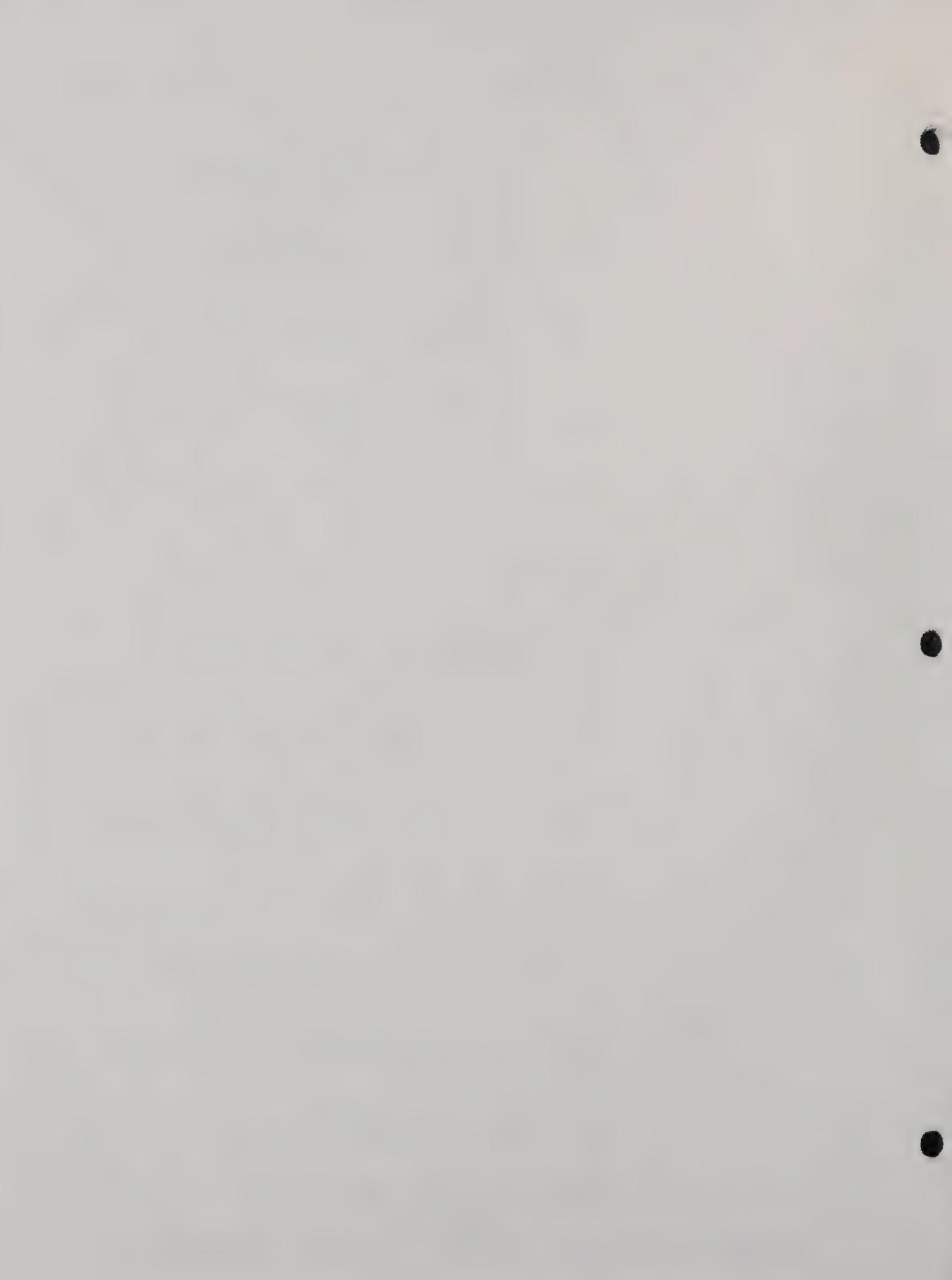
1 Also, I'd like to see proper
2 maintenance of any footbridges and
3 that would include adequate
4 lighting, policing and ice removal,
5 that that be provided.

6 We have elderly neighbors who
7 can't use that bridge in the
8 evening or in the winter because of
9 the ice on it. And this also might
10 decrease the use of the fencing.

11 We have an 85 year old lady
12 who crosses the railroad tracks
13 where my puppy was killed in that
14 same area. She does that all the
15 time. And she said this is the
16 best way for her because she can't
17 always get across.

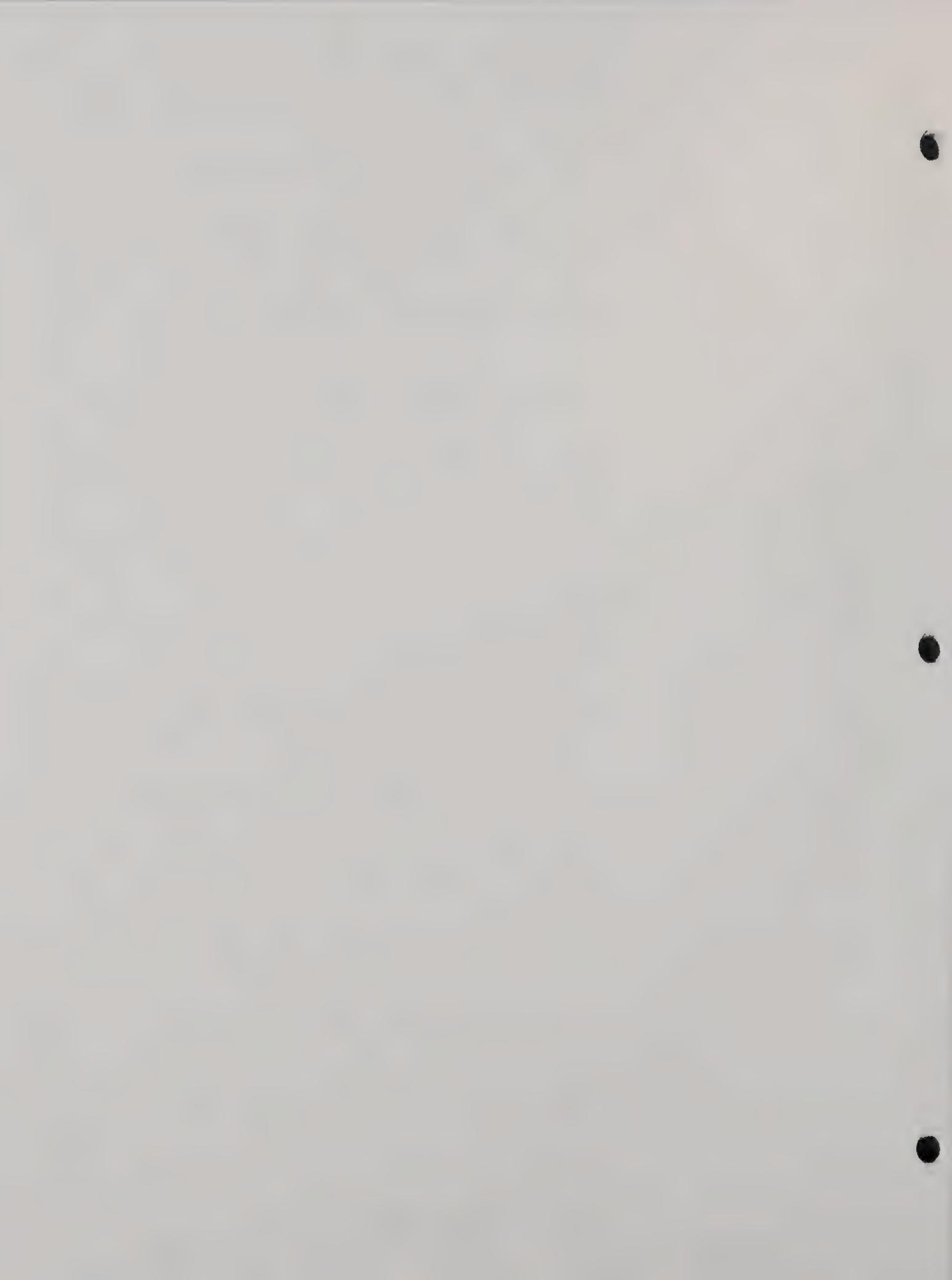
18 So it's something to consider
19 if you're going to put in these 150
20 to 200 a mile an hour trains. We
21 don't want to bump off our 85 year
22 old citizens.

23 Also in upgrading this -- I



1 had a concern about some of the
2 studies. People were mentioning
3 there's nothing regarding
4 electromagnetic fields. And I
5 think if you look at some of the
6 recent epidemiological studies that
7 are around, there are some being
8 conducted I think if you think of
9 the Montreal study or the Sweden or
10 the Norway studies, you might look
11 at those.

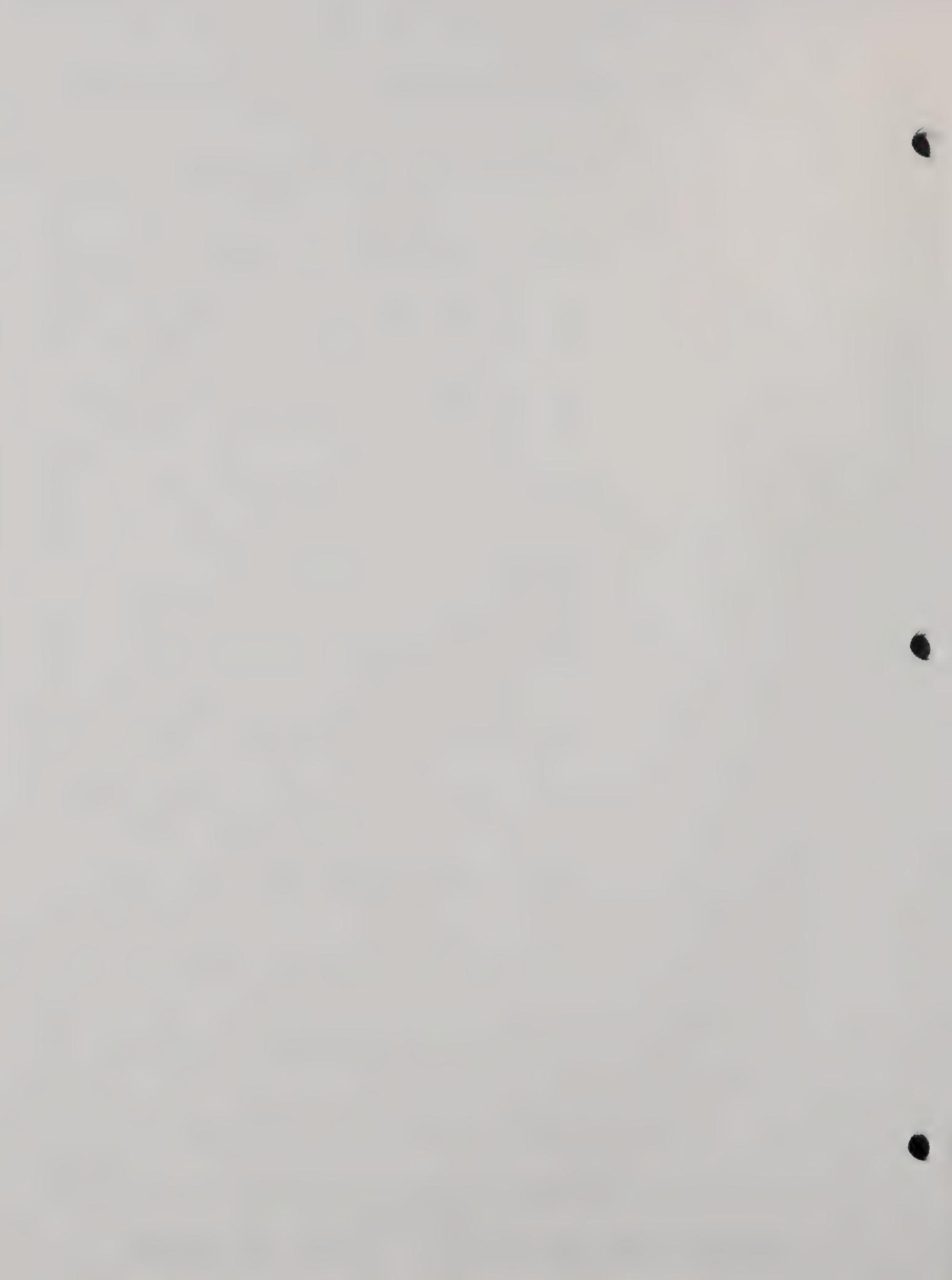
12 Also I have a concern about
13 any of the -- if you use any
14 chemicals on the track when you're
15 trying to keep the weeds down if
16 you use any kind of defoliants on
17 that. I would be interested to
18 know. I didn't see anything in the
19 literature regarding that. I saw
20 about dust and the construction
21 that goes on with the dust but I
22 didn't see anything about the
23 chemicals. Or you know, if



1 anything has been done about that.

2 And also the last
3 recommendation or the next to the
4 last is the residents be advised as
5 to who are the accountable parties
6 with respect to the problems or the
7 maintenance and policing. You
8 know, there's this kind of let
9 Amtrak do it or let MBTA do it or
10 we don't know who in some
11 situations and everybody's kind of
12 trying to blame the other guy.

13 So if we could just find out
14 which guy is responsible, that
15 might be helpful. And I would just
16 ask is there some way that, you
17 know, some of questions that are
18 asked I could get this information?
19 How do you do that and I would
20 really like to see that so, you
21 know, further information could be
22 obtained and we could do this in a
23 fashion that would be helpful to



1 all of us. Is there any way that
2 that can be obtained?

3 MR. LEVY: Sure. See
4 Cassandra Koutalidis who is right
5 here in the front. And gladly
6 we'll speak to you about any of the
7 problems.

8 Your specific questions of
9 concerns, we'll take that as a
10 formal response to the DEIS and
11 entertain them in the FEIS. But
12 anything else that you'd like to
13 discuss, just give us a call.

14 MS. ROWLING: Okay. And your
15 number is listed on --

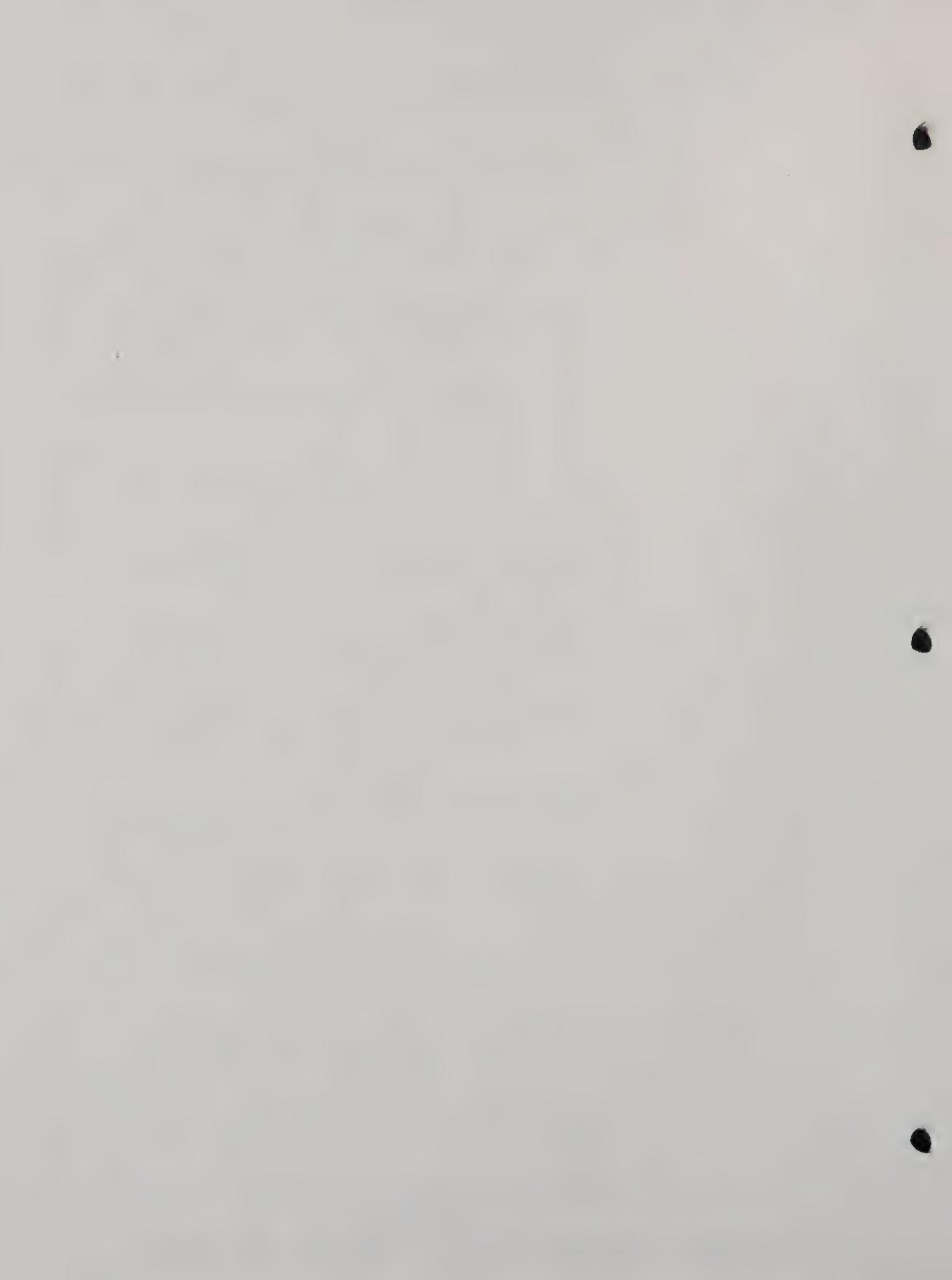
16 MR. LEVY: I'll just give you
17 it right now. It's 723-1700. And
18 another thing from an operations
19 point of view, there are two
20 responsible parties right now.

21 The MBTA runs the commuter
22 rail systems responsible for it.

23 Amtrak actually runs it on the

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1 contract. So Amtrak is running the
2 MBTA system. That's the purple
3 vehicles. And then the interstate
4 vehicles are ran by Amtrak
5 themselves. So those are the two
6 parties.

7 MS. ROWLING: Okay.

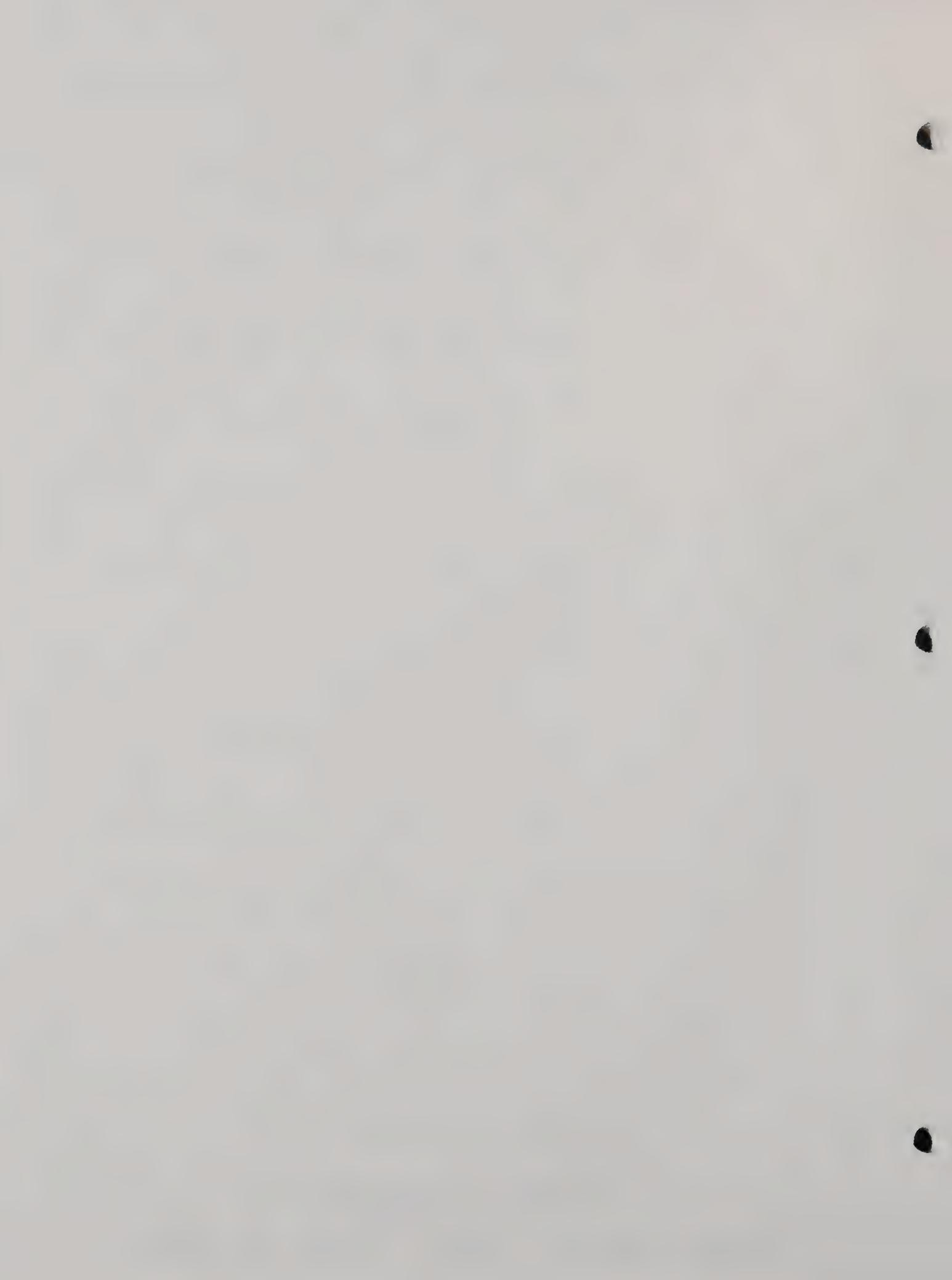
8 MR. LEVY: MBTA Police, Amtrak
9 Police for security issues but
10 clearly, you know, see Cassandra.
11 We'll gladly get you the
12 information.

13 Okay. At this time I'd like
14 to just open it to general,
15 preferably those who haven't spoken
16 first. Is there anybody else that
17 would like to address? Please,
18 sir, would you state your name?

19 MR. MOCTUSIK: My name is
20 Robert Moctusik.

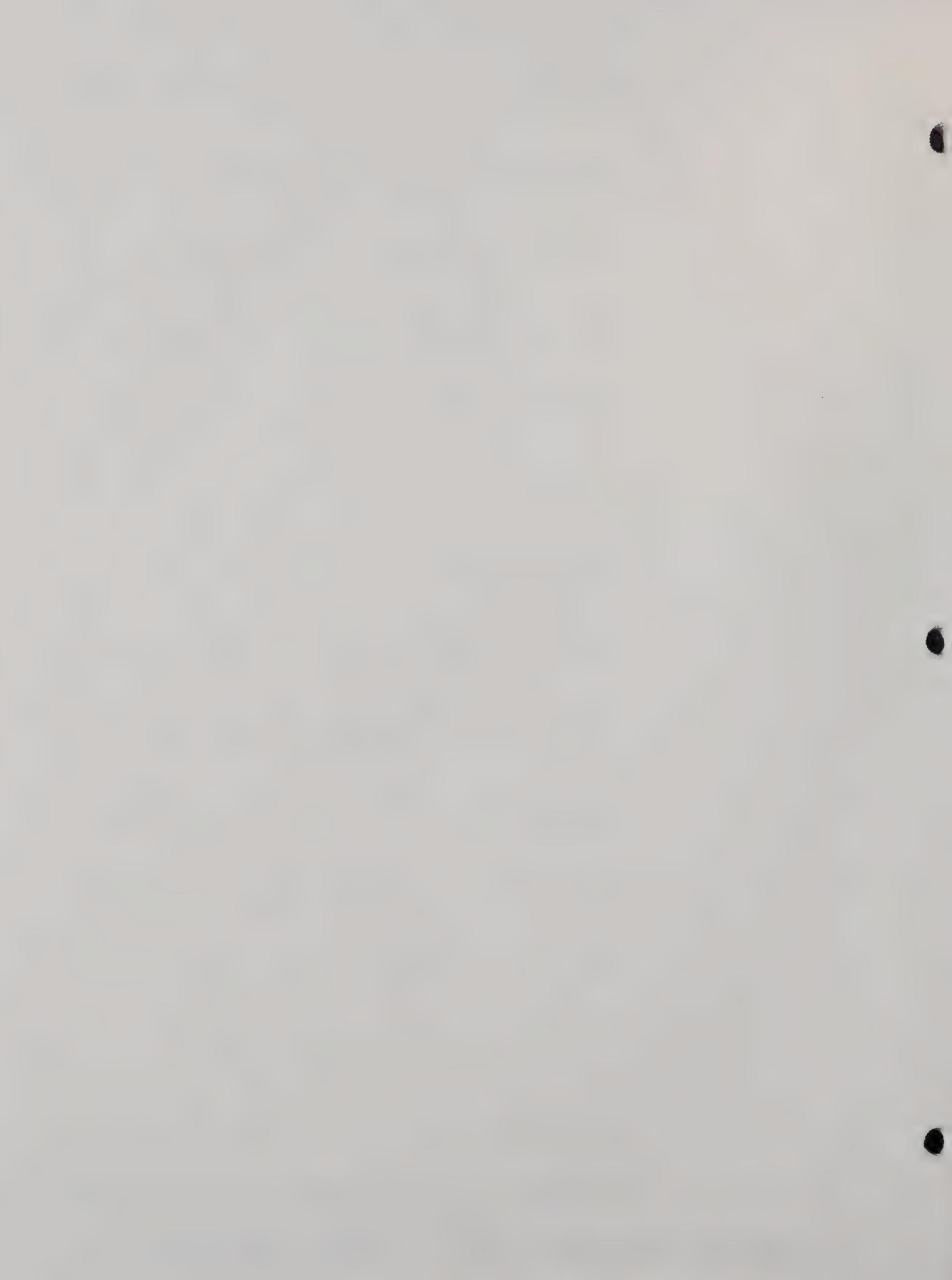
21 MR. LEVY: Thank you.

22 MR. MOCTUSIK: What I had come
23 down to hear about the



electrification. For years I've been interested in the electrification of the railroad. And in the upper '70s I was lucky enough to participate in a meeting between the I triple E (phonetic) and Amtrak officials at 30 Street station in Philadelphia.

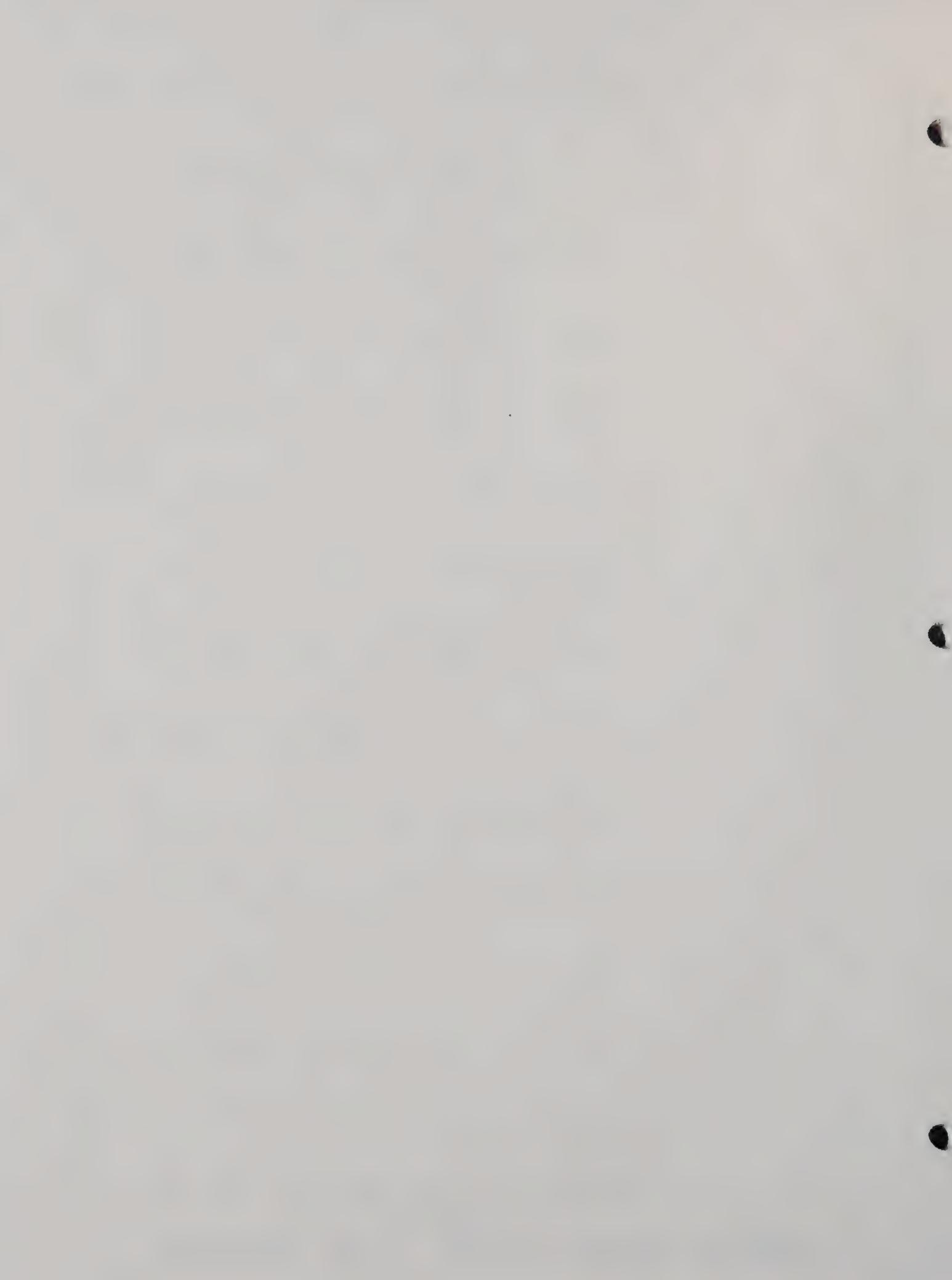
At that time I lived in Philadelphia and they were discussing their proposal to upgrade from I think it was eleven thousand eight hundred volts to twenty-three thousand volts and shift the frequency from -- their operational frequency at that time was twenty-five volts. They were going to move it up to sixty hertz so they could buy power from many drug stores and local communities instead of importing it from Cottowingo (phonetic) Dam and one conversion up in New York City.



1 So that was what my interest
2 basically was. So you're now
3 wondering well, what about here.

4 Well, okay, let me tell you
5 this. In 1954 to about 1960, I
6 lived at 3866 Washington Street
7 which is just the first house north
8 of Tollgate Way. And at that time
9 New Haven was running the trains
10 and included in that turbo, jet
11 turbine. And so I'm a little bit
12 familiar with what the system was
13 at that time.

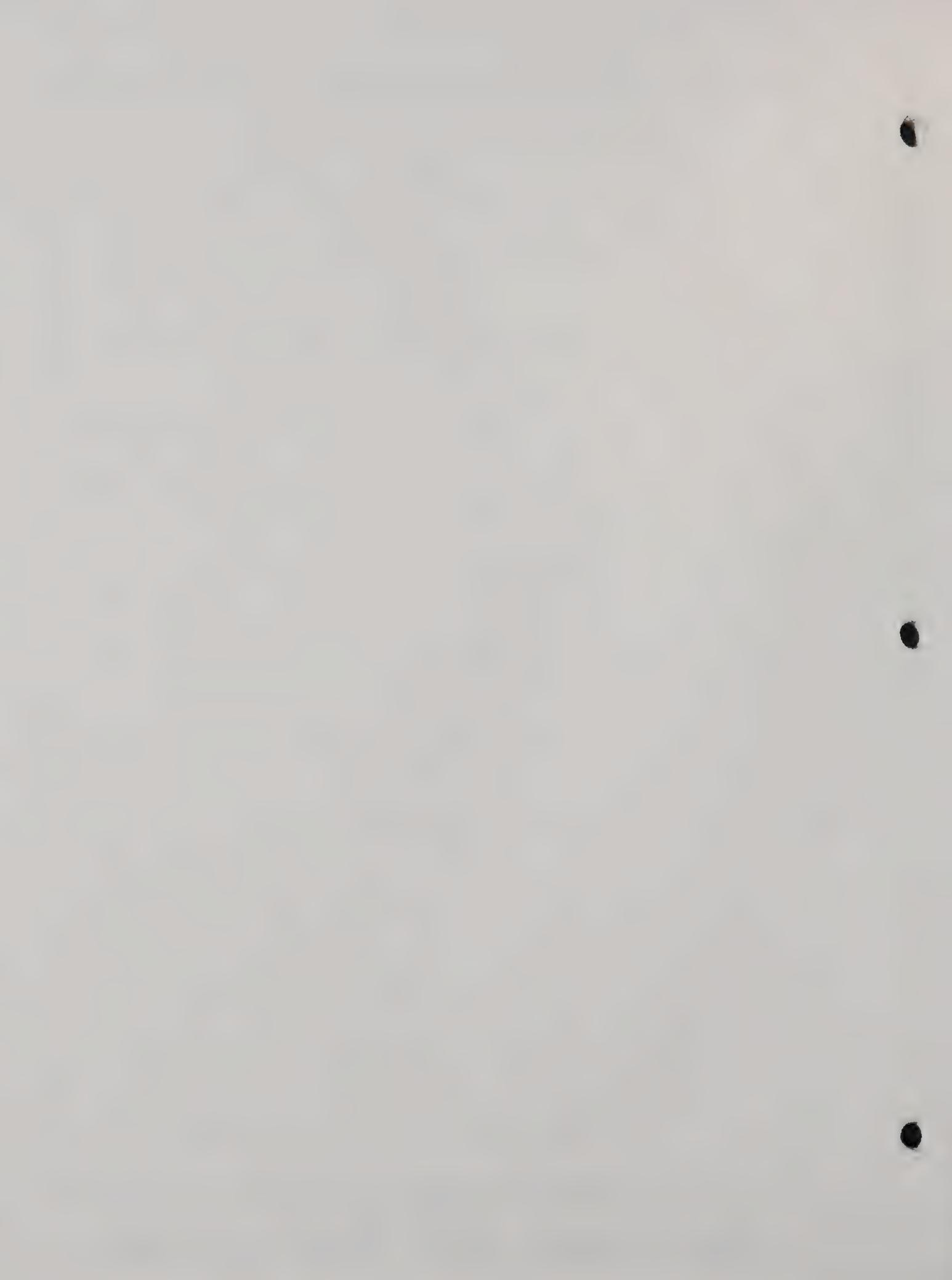
14 And through job situations in
15 '74, I had to leave for
16 Philadelphia area because no jobs
17 were around here. And I lived down
18 town within three blocks of the
19 station. It's all electric
20 railroads there. I used the
21 electric railroad as a passenger to
22 get to my job from downtown out to
23 the country.



1 I liked it. Electric
2 railroads are quiet. They're
3 smooth and they're cleaner. In
4 1984 the jobs situation got bad
5 there so back to Boston I come so
6 I'm living here now.

7 Now, people are talking about
8 the noise and let me suggest to you
9 that underneath behind this
10 building we've got two sets of
11 tracks. One of them -- a pair of
12 them belong to the commuter
13 railroad and the interstate
14 railroad. And then there's a lot
15 of noise there because they have to
16 be mauled by the thing.

17 That's usually the commuters
18 on the south side and in the case
19 of Amtrak on the direction it's
20 going and that creates the noise.
21 On the other pair of tracks on the
22 other side, there's an electric
23 railroad there too. And it is

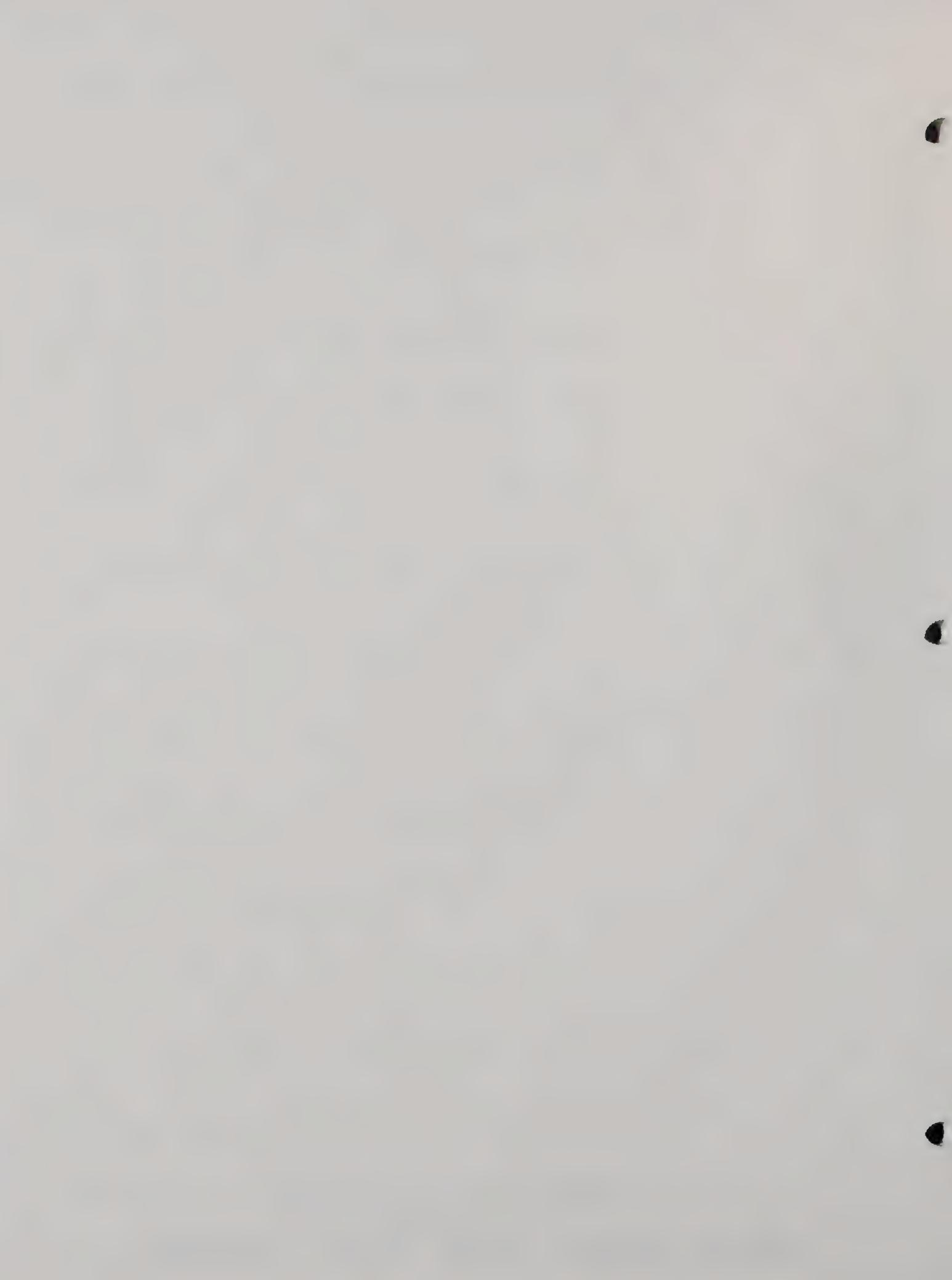


1 called the orange line. And you
2 don't get a lot of that noise with
3 the orange line.

4 So what this electrification
5 is involving is primarily to take
6 that noisy engine off these trains
7 and replace it with a traction car
8 that has electric trucks just like
9 the orange line has. And just like
10 the orange line, it picks its power
11 off the third rail.

12 This traction car was supposed
13 to pick its power off a overhead
14 wire called a trolley wire support
15 and by catenary system. So the
16 noise created by the locomotive is
17 gone. And this is a downgrade for
18 most of the complaints about noise
19 and heavy vibrations. So you won't
20 see much construction other than
21 just a replacement of traction
22 device on the railroad.

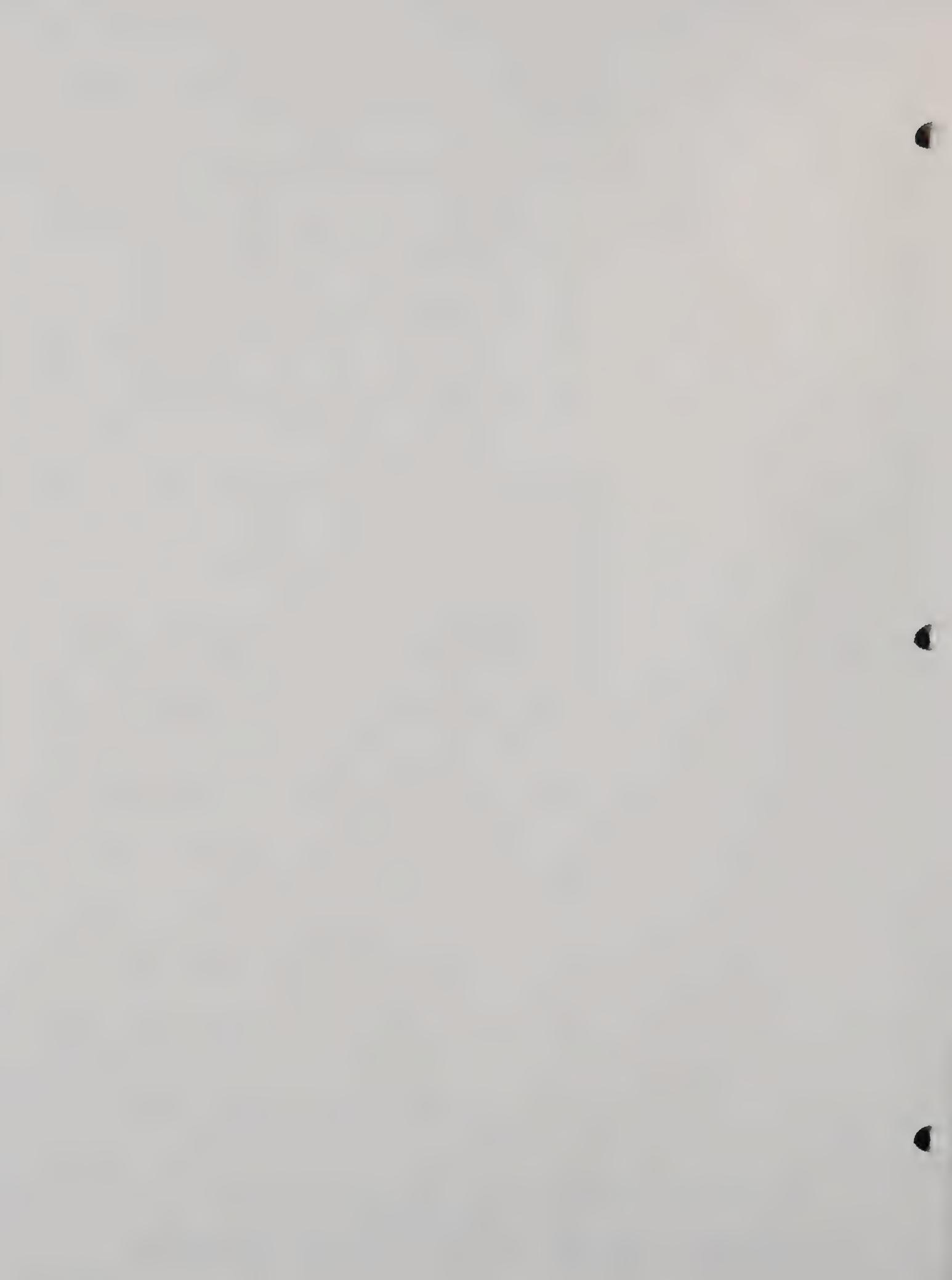
23 And if you wonder how it would



1 be like, you ought to start on the
2 orange line stations and listen to
3 their trains and compare that to
4 say go to Back Bay station and
5 there you have the railroad with
6 the diesels coming through and
7 you'll get an idea of the
8 tremendous noise reduction that
9 there will be using this.

10 So I think there's an
11 improvement to be had at that. The
12 rest of what I heard tonight is the
13 people problem. It has nothing to
14 do with the equipment. And if
15 there really is a public relations
16 problem that goes on between people
17 and authorities.

18 And that the record is clearly
19 not too good but authorities are
20 different from people. Authorities
21 are father symbols and you know how
22 father symbols are. Well, that's
23 my piece.



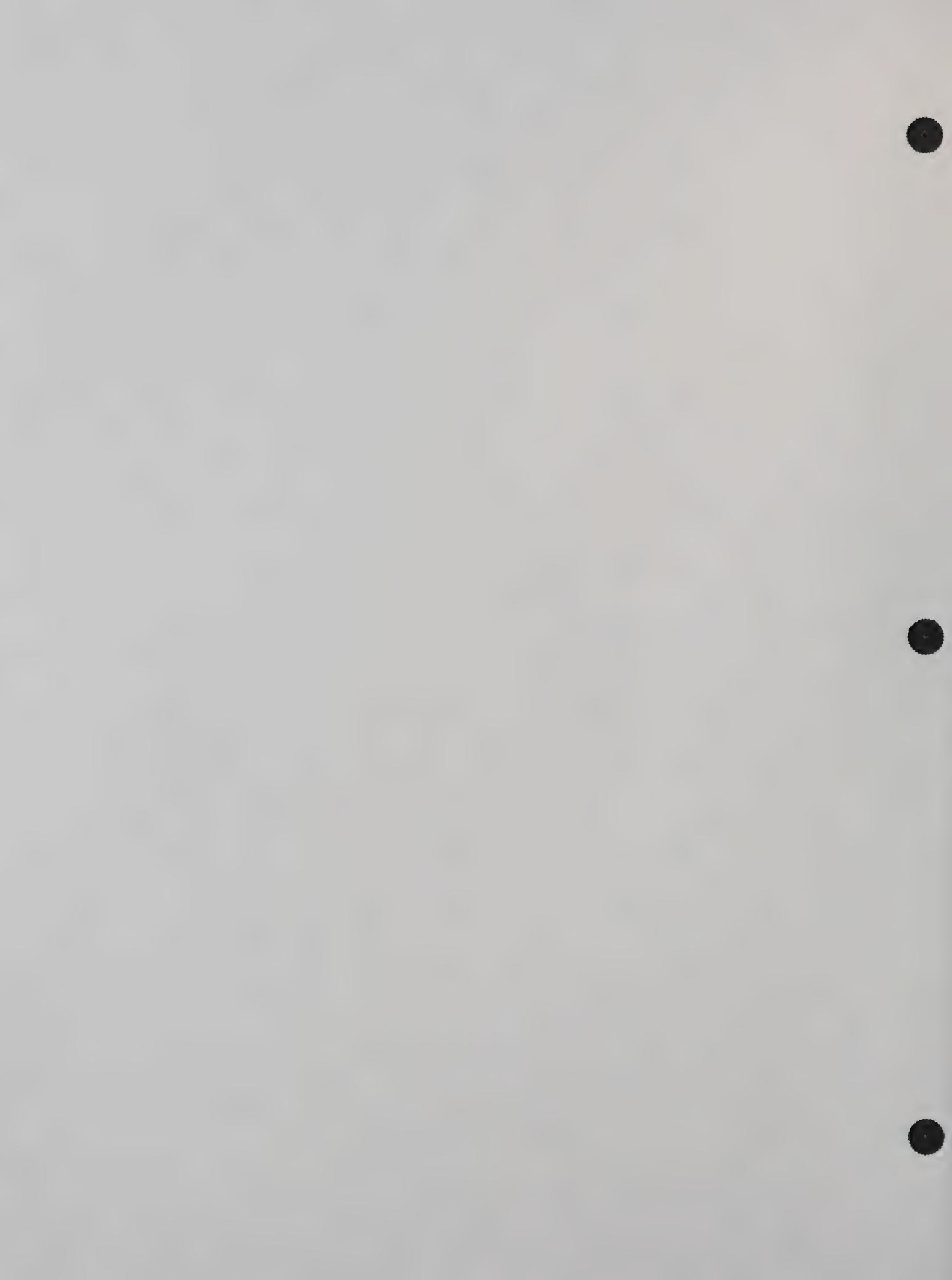
1 MR. LEVY: Thank you. Anybody
2 else?

3 MR. MCCARTHY: Thank you for
4 the opportunity to speak. My name
5 is Ed McCarthy. I live on Windham
6 Road and I'm with my wife Diane.

7 And we can reiterate some of
8 the problems that we've had with
9 the noisy neighbors, the two
10 o'clock, the three o'clock in the
11 morning being woken from bed.

12 Also on a technical background
13 I have a degree in electrical
14 engineering and I'm an electrical
15 contractor. I subject myself to
16 EMF every day and I'm concerned
17 about it. I mean, the jury is out
18 on this. We don't know.

19 Now, Boston Edison and any
20 major utility will say it's okay,
21 there's no problem. And there are
22 studies that have indicated
23 otherwise.



1 We've all seen programs on TV
2 about the high leukemia rates in
3 certain schools in California which
4 are in close proximity to power
5 lines. We're talking about an
6 electrical magnetic field that's
7 huge in perimeter. We have current
8 passing through wires and there's
9 massive field of electricity.

10 And you all experience when
11 you drive down the highway and your
12 roadway gets wiped out with a
13 series of buzz. It's a substantial
14 amount of power.

15 I'm not in authority to say
16 whether EMF is going to hurt me or
17 not. I don't know but I'm
18 concerned about it.

19 In the 1930s and 1940s, we had
20 this incredible building material
21 in the country. It was the most
22 wonderful thing. It was used
23 everywhere, sealing tiles, floors,

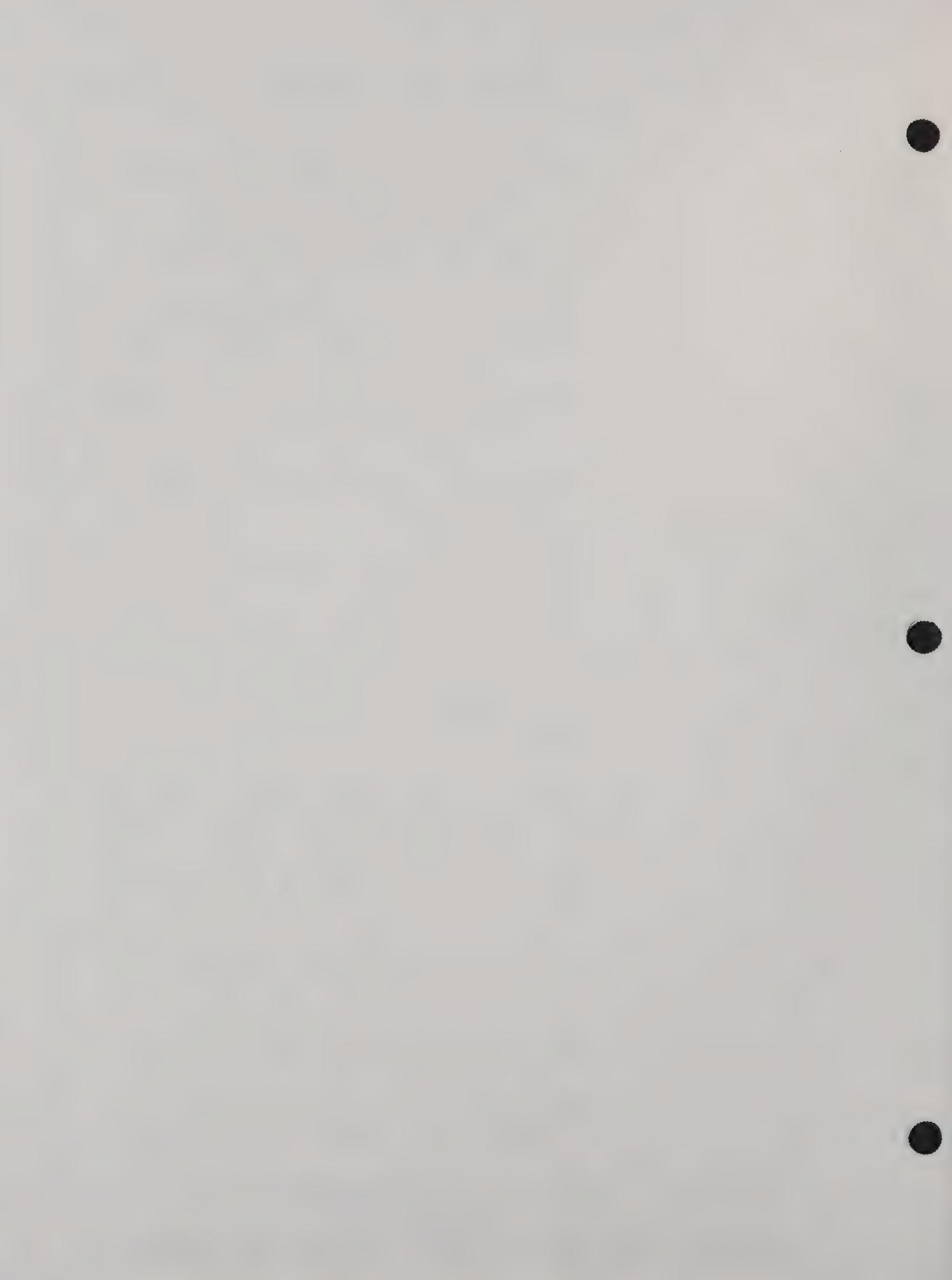


1 everywhere. It's called asbestos.

2 And why should we make the
3 mistake of running a series of
4 power lines which have several
5 thousand volts which have a big
6 perimeter of power around it which
7 is typically measured in milligos
8 (phnetic). They take milligos
9 readings to let you know the
10 intensity of the magnetic field.

11 I worry about this because of
12 my work. I don't know the impact
13 it's going to have on me on
14 long-term. I can't say if it's
15 good. I can't say if it's bad but
16 I'm concerned enough about it that
17 don't put a series of high tension
18 wires in somebody's backyard if you
19 don't know the cause and effect.

20 Boston Edison and other
21 utilities are presently taking the
22 approach to put the distribution
23 underground. This is obviously a



1 problem in the railroad because
2 they're going to have trains
3 running with pantographs and they
4 do have to have a trolley wire.

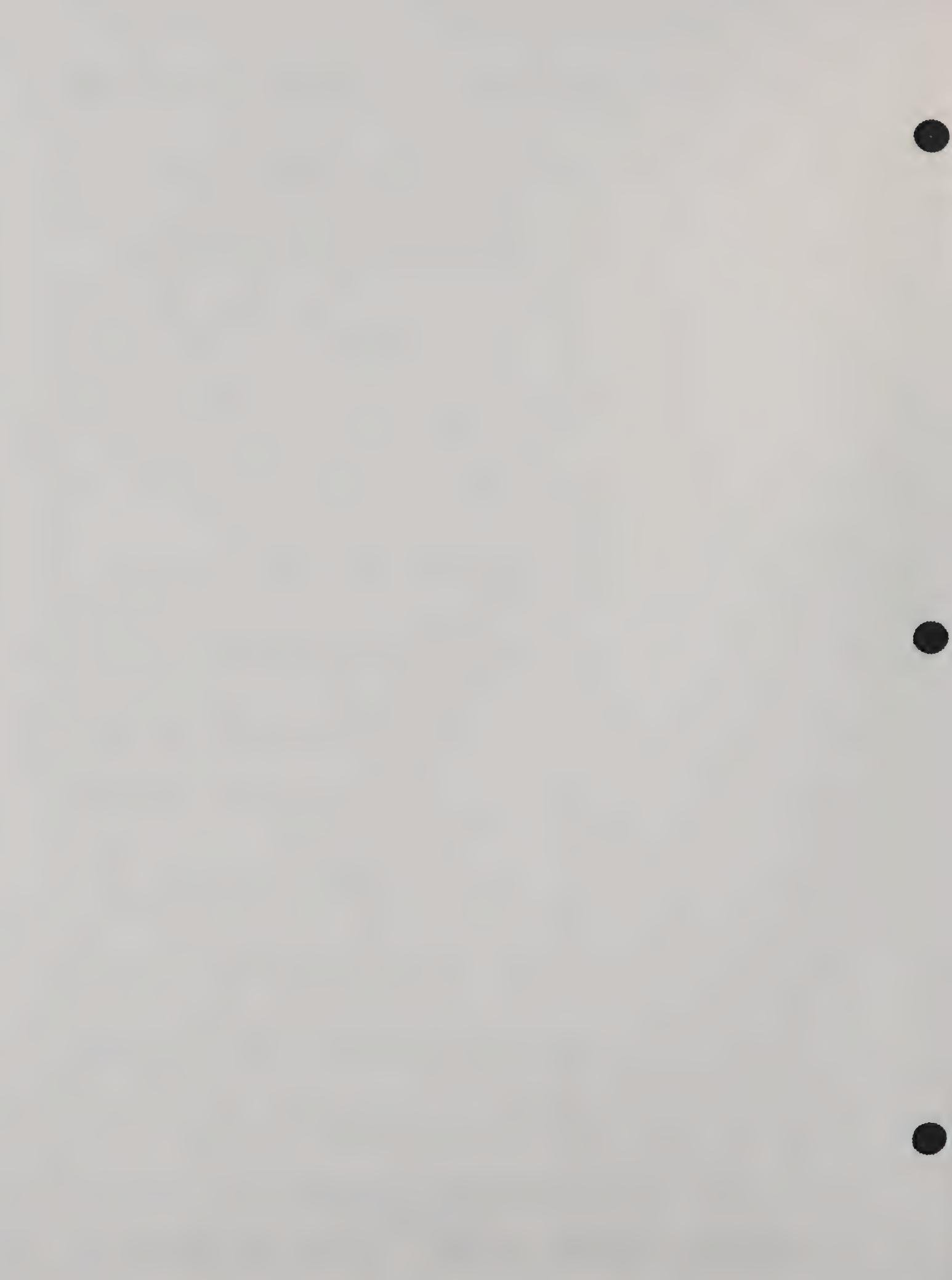
5 But in addition to the trolley
6 wire, there are also a series of
7 conductors which run in parallel
8 along with the trolley wire to
9 provide the distribution.

10 I don't even know if it's
11 technically possible to take and to
12 take some of the distribution and
13 get it underground to eliminate
14 such a high series of EMF. I don't
15 know if that's technically possible
16 or if it's looked into.

17 I am concerned about EMF. We
18 don't know enough about it. Do be
19 build a line and say, oh, yeah, all
20 of a sudden we have a string of
21 increased leukemia rates along Hyde
22 Park Ave., along other areas but
23 Gee, we don't know for sure.

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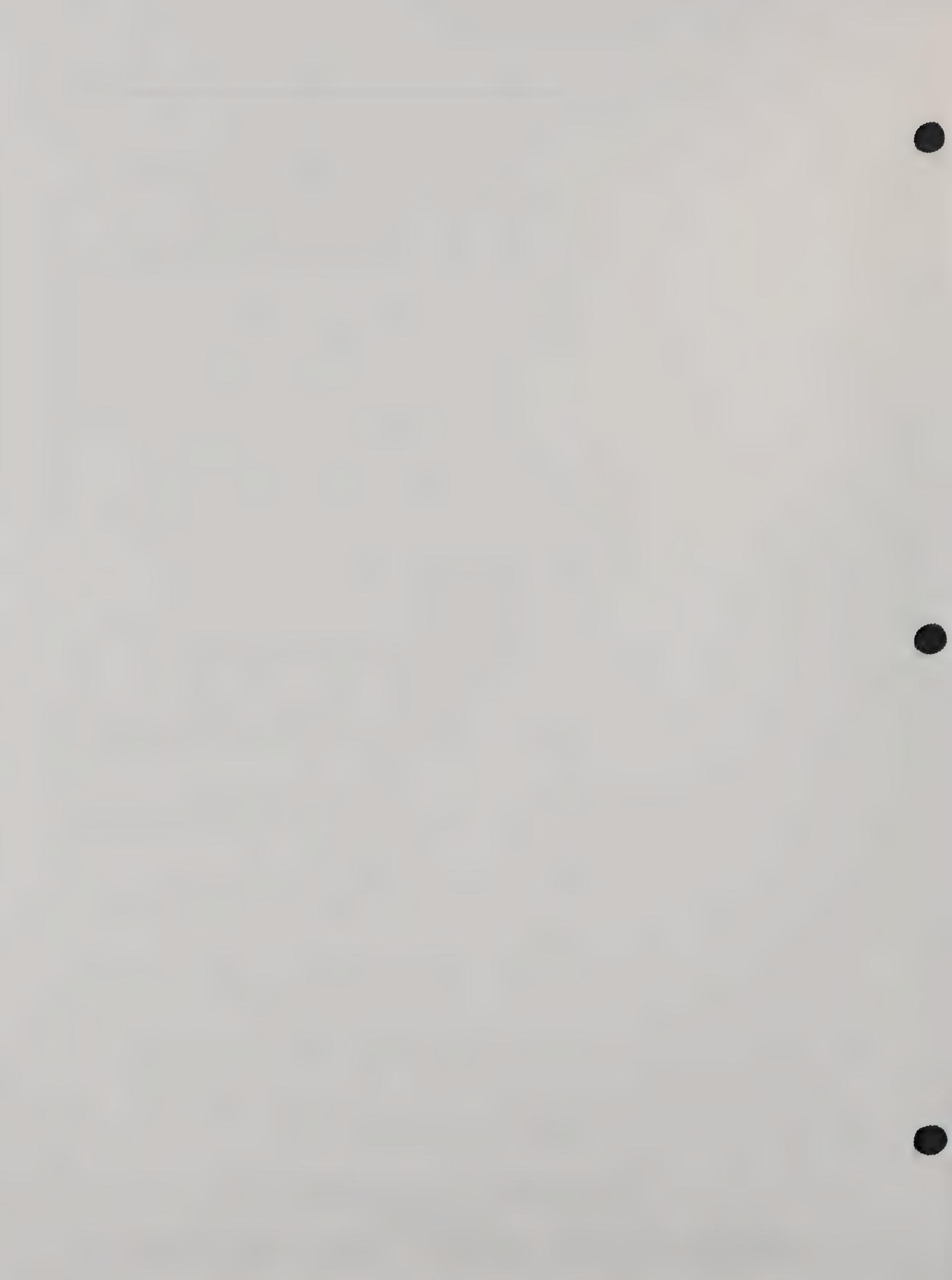
1 I would say that we should air
2 on the side of caution and I would
3 like to get some sleep some nights
4 too. Thank you very much. I
5 appreciate the time.

6 MR. LEVY: Anybody else?

7 MS. BLUNDELL: My name is
8 Wendy Blundell and I live at 721
9 Hyde Park Ave. and I'm looking at
10 the situation from a couple of
11 perspectives.

12 I'm a real estate broker in
13 Jamaica Plain. And like many
14 people I've gone through that hard
15 time in the '80s. And we've
16 already taken a hit in our property
17 as far as the market value.

18 And I know from a perspective
19 of marketing properties that when
20 people find out that there are high
21 power lines near their property,
22 they get very concerned and they
23 don't want to buy.

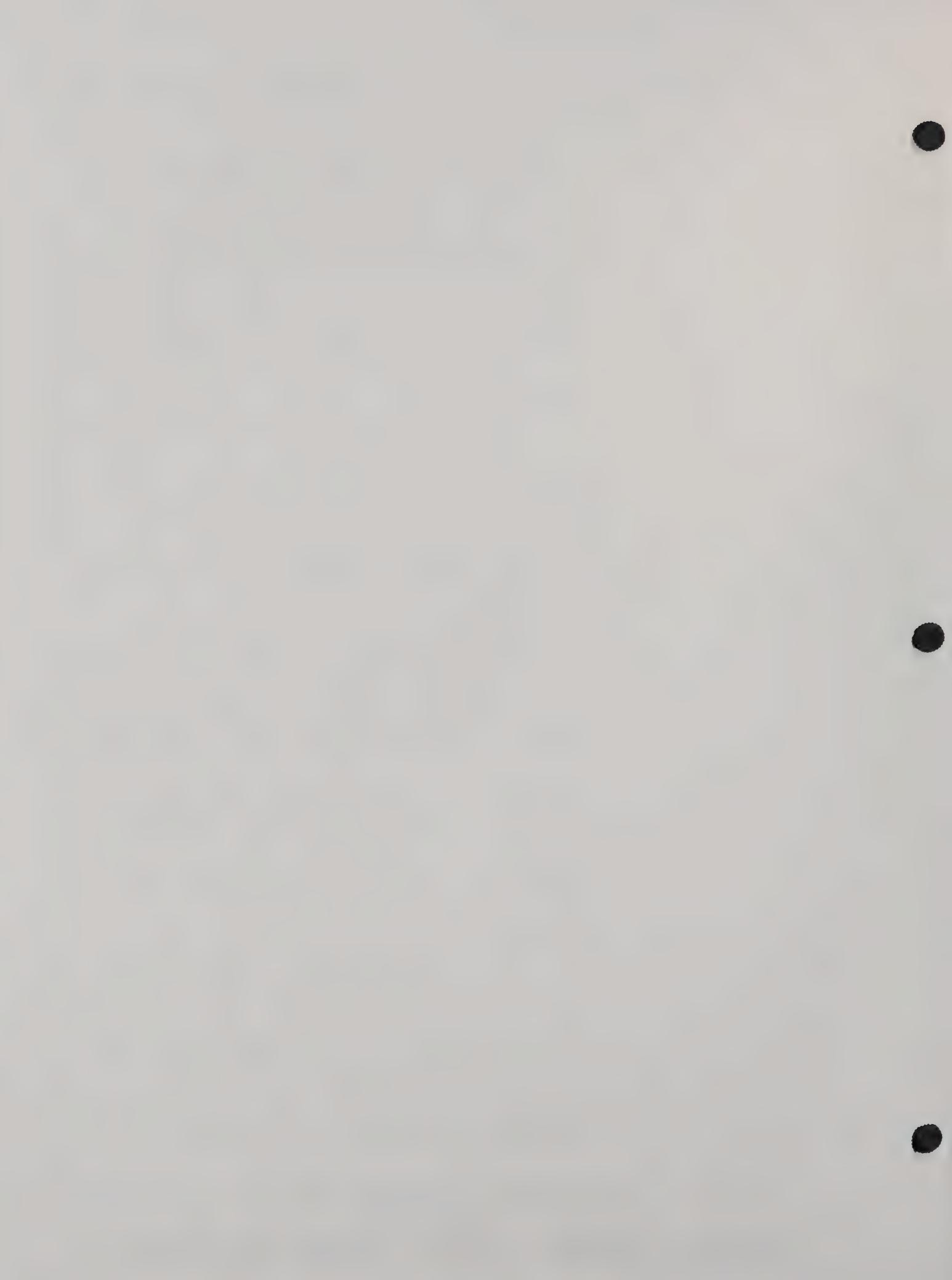


1 So we're also dealing with the
2 fact that we have a heavy congested
3 area and we've all bought at a high
4 period. Even if we didn't buy at a
5 high period, we're still living
6 there.

7 So my concern is when we go to
8 sell our properties if we do, is
9 Amtrak going to compensate us to
10 get hit with a second time? That's
11 my concern.

12 We are going to take a hit.
13 We've already taken one and we
14 can't afford another one. And when
15 it comes to renting properties,
16 it's the same situation. Nobody
17 wants to rent in an area that's
18 going to hurt their health.

19 So I just like to know who's
20 going to compensate us there? I'm
21 sure all four of you are going to
22 be some place else. But I've
23 already lost about thirty-five



1 grand. I don't want to lose
2 anymore. That's all I have to say.

3 MS. LEVY: Thank you. Anybody
4 else?

5 MS. PULLEY: My name is Joyce
6 Pulley and I would like to know --

7 MR. LEVY: Excuse me, ma'am?

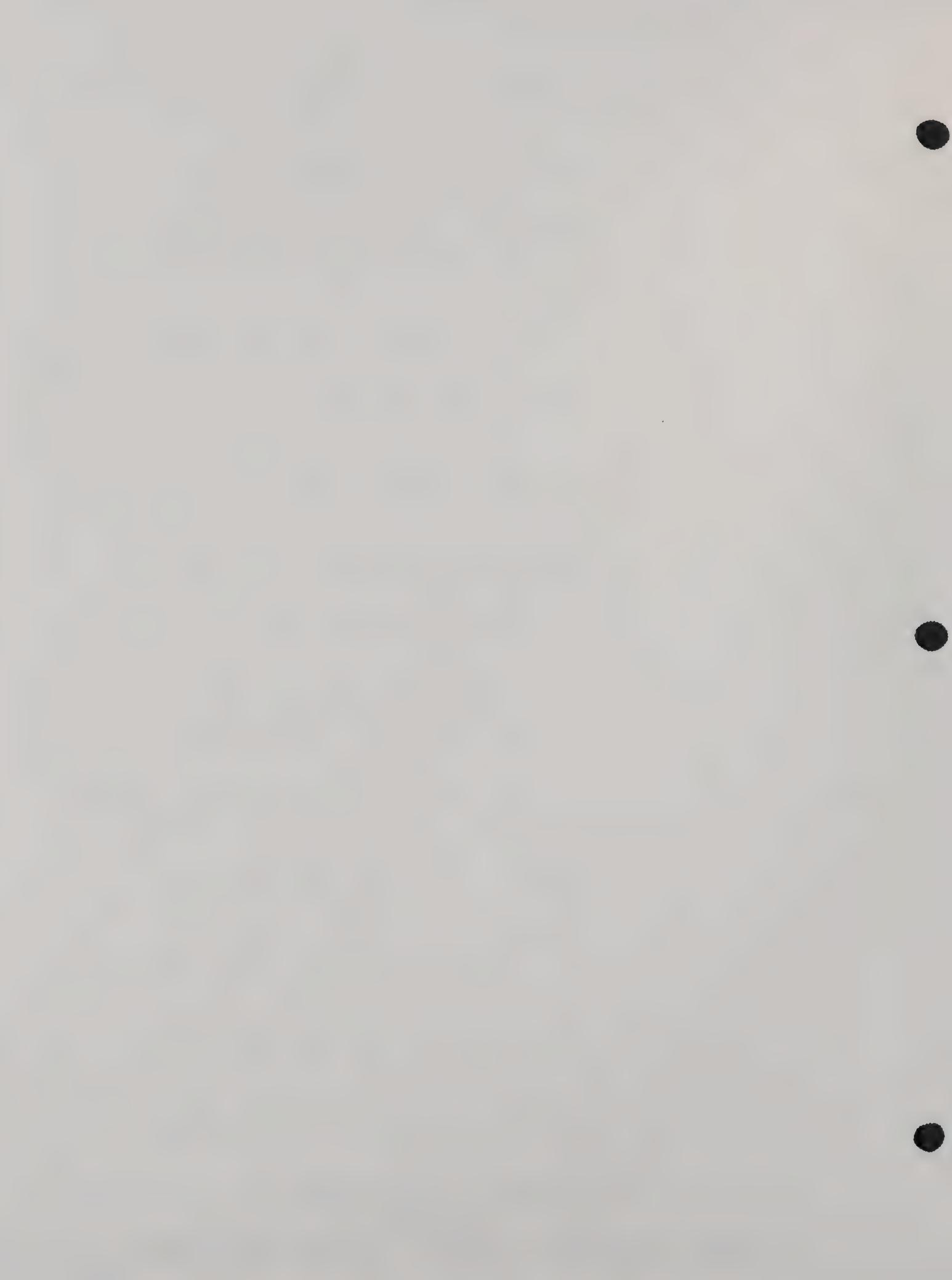
8 MS. PULLEY: My name is Joyce
9 Pulley and I would like to know the
10 possibility of the derailment of
11 trains traveling at 150 miles an
12 hour?

13 MR. LEVY: Excuse me?

14 MS. PULLEY: Derailment.

15 MR. LEVY: We'll take it under
16 adviseement and put it into the
17 study. We're not prepared to
18 answer any technical questions.

19 I mean, clearly, the Federal
20 Railroad Administration has got
21 guidelines as far as safety and
22 speed for what the speed can be and
23 what the safety can be for the



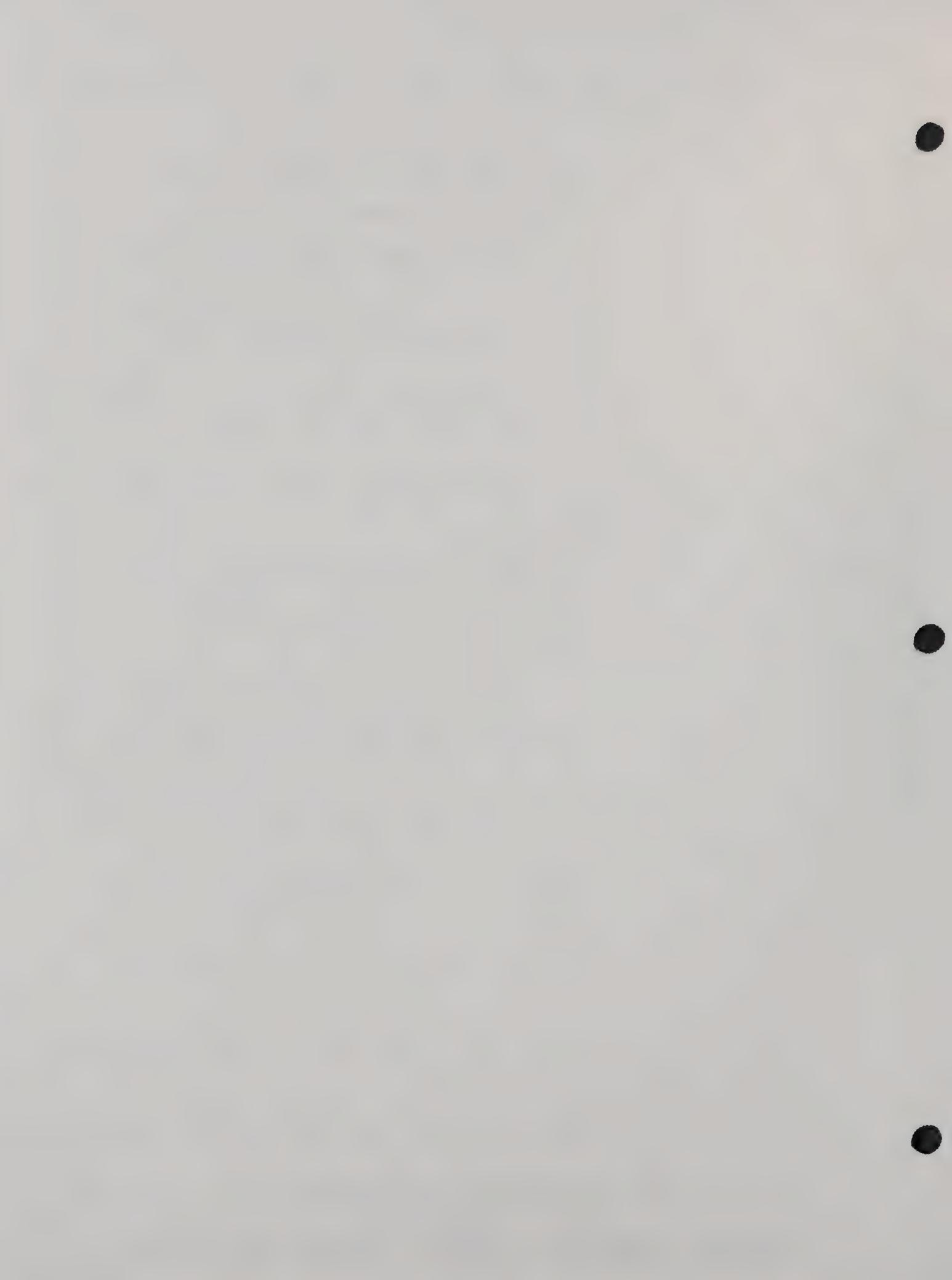
1 track but we will clearly look at
2 that as an issue. Yes, ma'am?

3 MS. ROLFES: My name is Mary
4 Rolfes. I live in Roslindale and I
5 wanted to ask a question. Has
6 there been any suggestion in these
7 studies about eminent domain?

8 I know that twenty-five years
9 ago when I-95 was going to go
10 through, you know, in fact, they
11 took all the homes on Cliffmont
12 Street.

13 My parents stayed but with all
14 this going on and this noise and
15 the safety issue, is that something
16 that they are considering to
17 compensate the people who are
18 abutting the tracks, eminent
19 domain, so that we can at least,
20 you know, as this woman up here
21 spoke not lose anymore and be safe?

22 MR. LEVY: Eminent domain is
23 an avenue for mitigation. I would



1 suggest that if you're in favor of
2 it, you should say so and you
3 should give that recommendation
4 either here or in writing. But
5 eminent domain is a potential for
6 mitigation.

7 And I'm sorry, I apologize,
8 what was your name again?

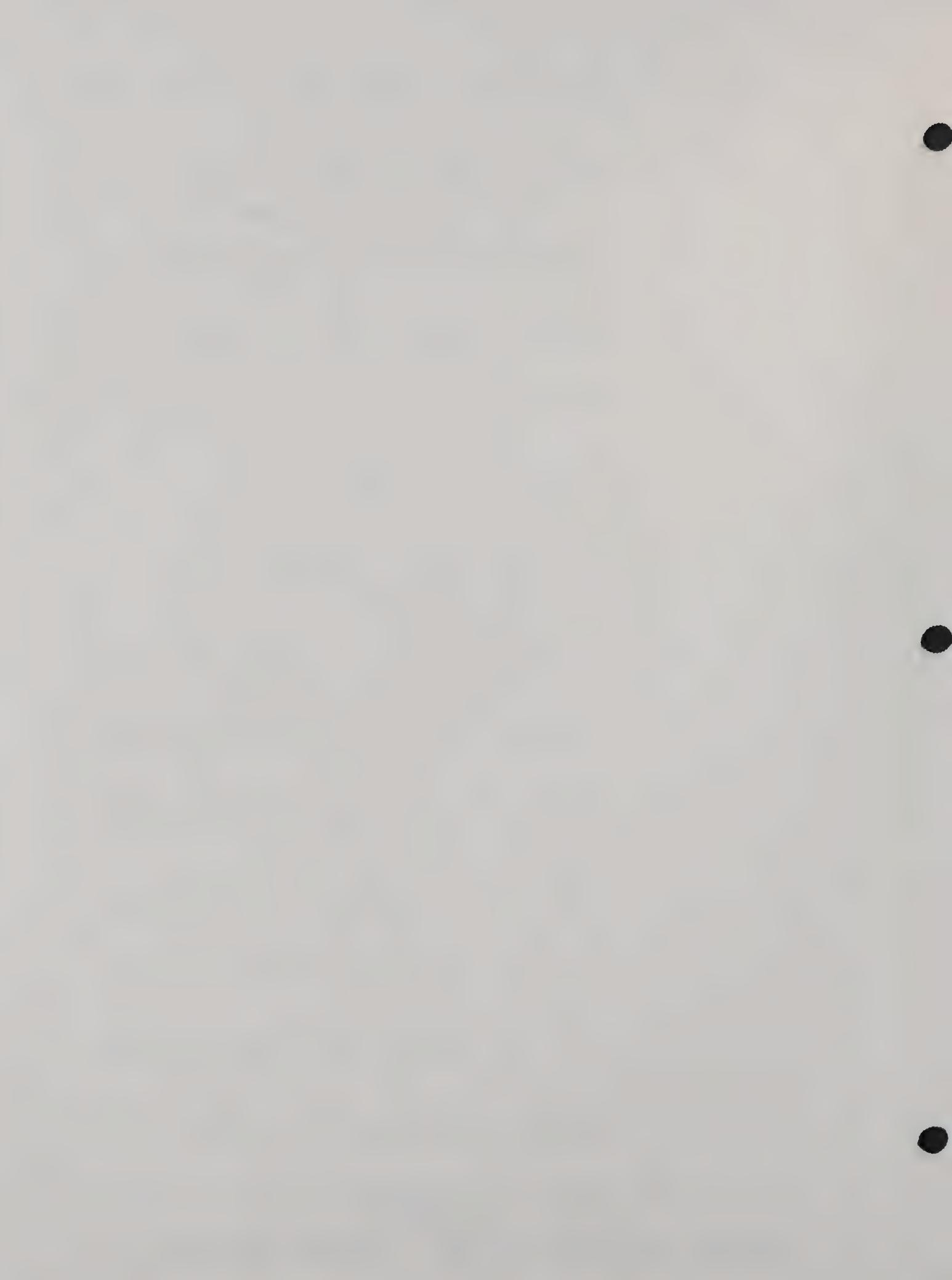
9 MS. ROLFES: Mary Rolfes.

10 MR. LEVY: Anybody else?

11 MR. HARDIMAN: My name is
12 George Hardiman. I heard the
13 expression in here delaying the
14 process. Can you explain it to me
15 what timetable you're working on?

16 MR. LEVY: The process right
17 now is that the public hearing
18 process is underway. The comment
19 period will close in early
20 December.

21 The FRA by Christmas will make
22 decisions as to what is the
23 additional studies that are



1 necessary.

2 And then the state process,
3 the NEPA process, will also make
4 similar decisions. Once those
5 decisions are made, a schedule will
6 come out.

7 But far and anything of any
8 major significance that has to be
9 studied, there is a good
10 possibility for the final to be
11 issued sometime next year, '94.

12 MR. HARDIMAN: Do you have a
13 schedule of putting it into
14 construction?

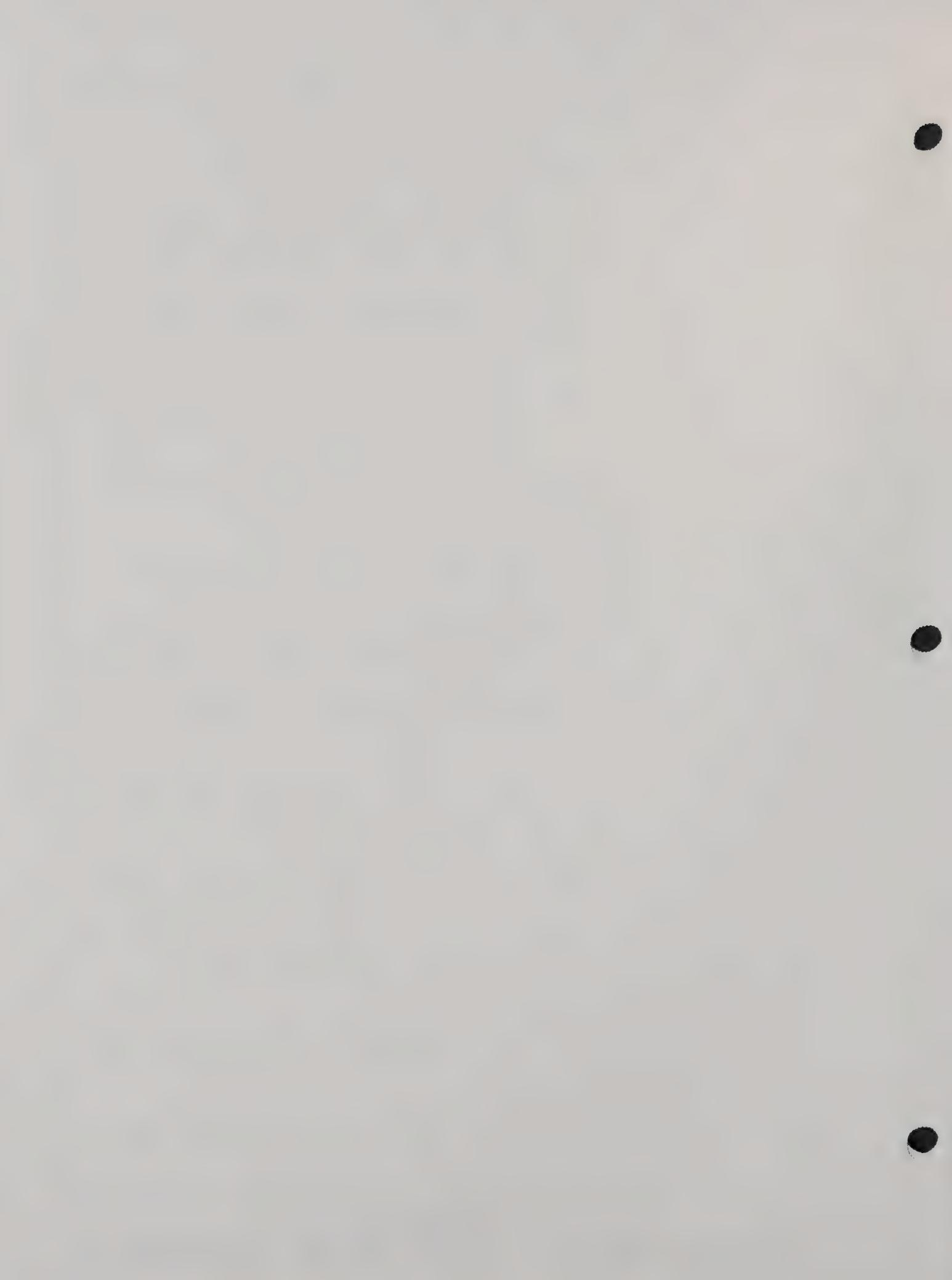
15 MR. LEVY: The construction is
16 up to Amtrak. The construction
17 process could take place any time
18 after they receive permission from
19 this process and additional
20 permits.

21 MR. HARDIMAN: So what would
22 be the time?

23 MR. LEVY: The earliest would

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1 be say next summer they would start
2 on the process. And that doesn't
3 necessarily mean it's in Boston.
4 The construction has to go all the
5 way from New Haven to here.

6 So it's quite a few years of
7 construction. But I would say the
8 earliest possible potential would
9 be next summer. Anybody else?

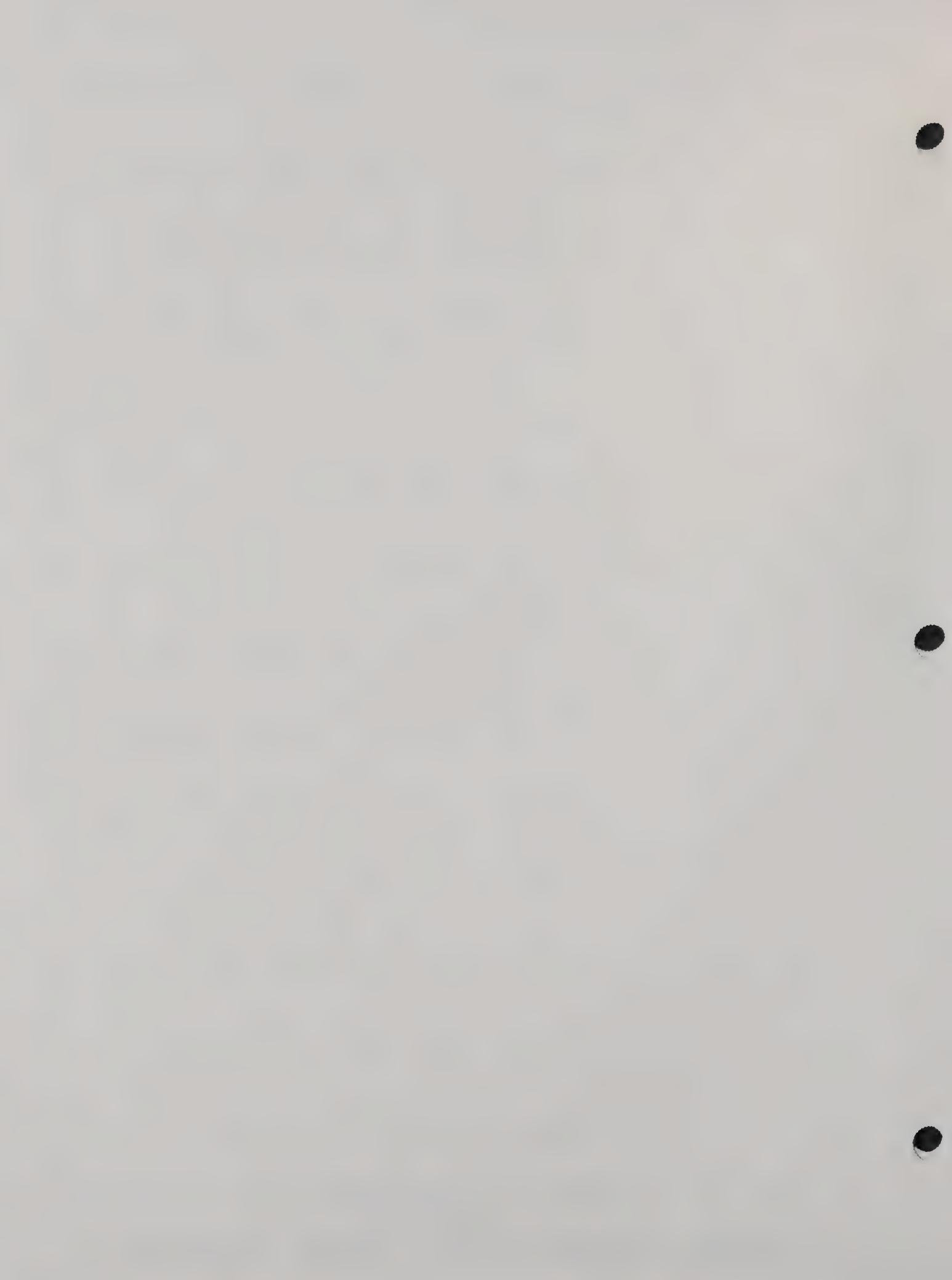
10 MS. MEANEY: I'm not as well
11 prepared as a lot of people.

12 MR. LEVY: I'm sorry. Could I
13 just have your name?

14 MS. MEANEY: My name is Martha
15 Meaney. I'm not as well informed
16 as many people here but I do have a
17 couple questions.

18 There was a gentleman who
19 spoke from South Boston about the
20 economic benefits. I don't know
21 whether he's still here or not.

22 I'm hearing an awful lot of
23 concerns about the costs

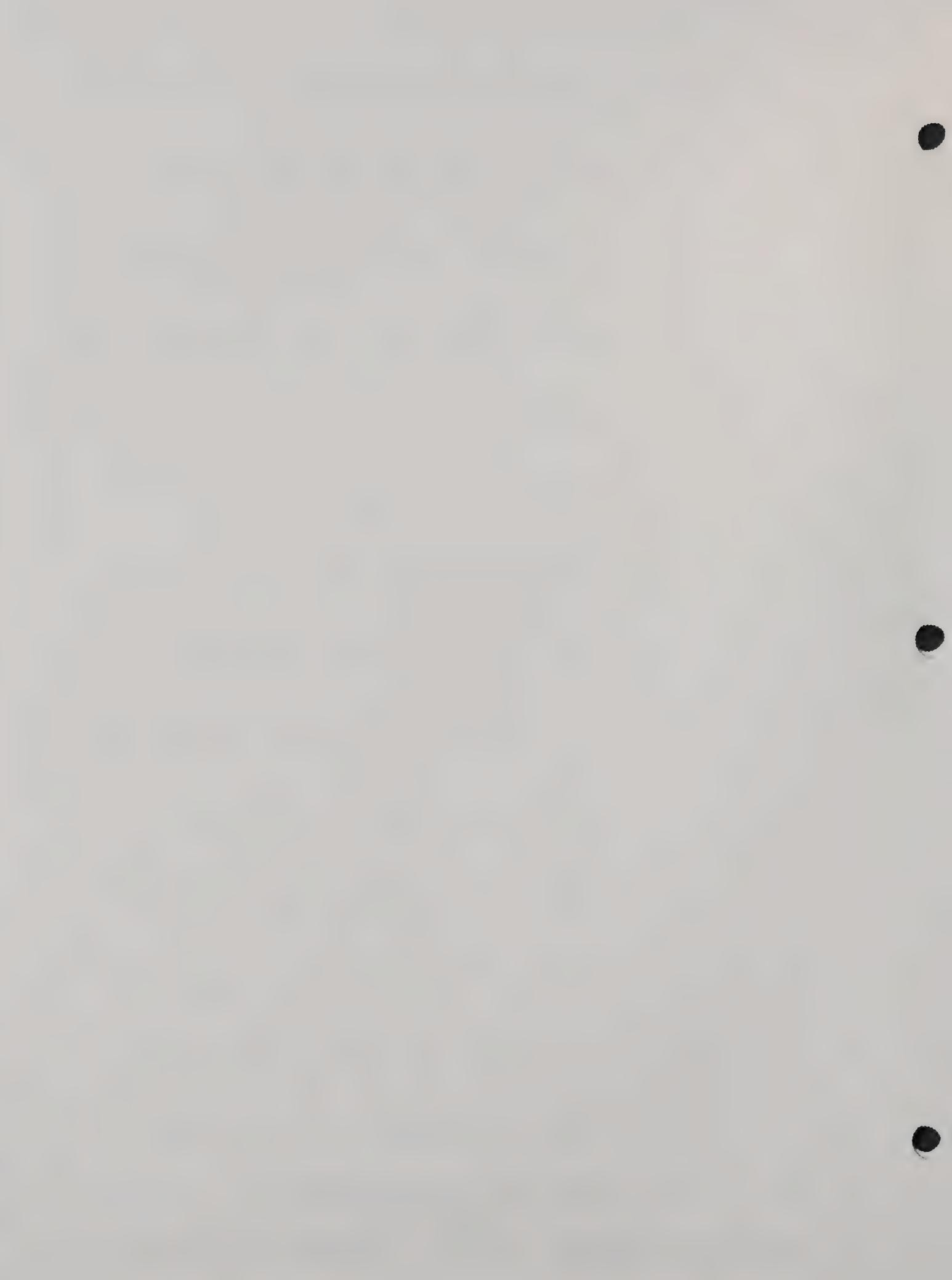


1 essentially and the uncertainty
2 involved in this project or in the
3 proposal. And I've read just kind
4 of quickly here the benefits that
5 are in the draft environmental, the
6 executive summary. That's all I
7 have here.

8 And yet, this gentleman over
9 here implied that there are
10 tremendous economic benefits to be
11 gained from electrification of the
12 rail system between New Haven and
13 Boston.

14 And I just wanted to know if
15 there's another study out there
16 other than this one and its
17 conclusions that does address the
18 economic benefits, you know, I
19 mean, do you know, sir?

20 MR. LEVY: Before we do so,
21 I'll just put some caveat around
22 it. One is that the process that
23 the environmental study is not a

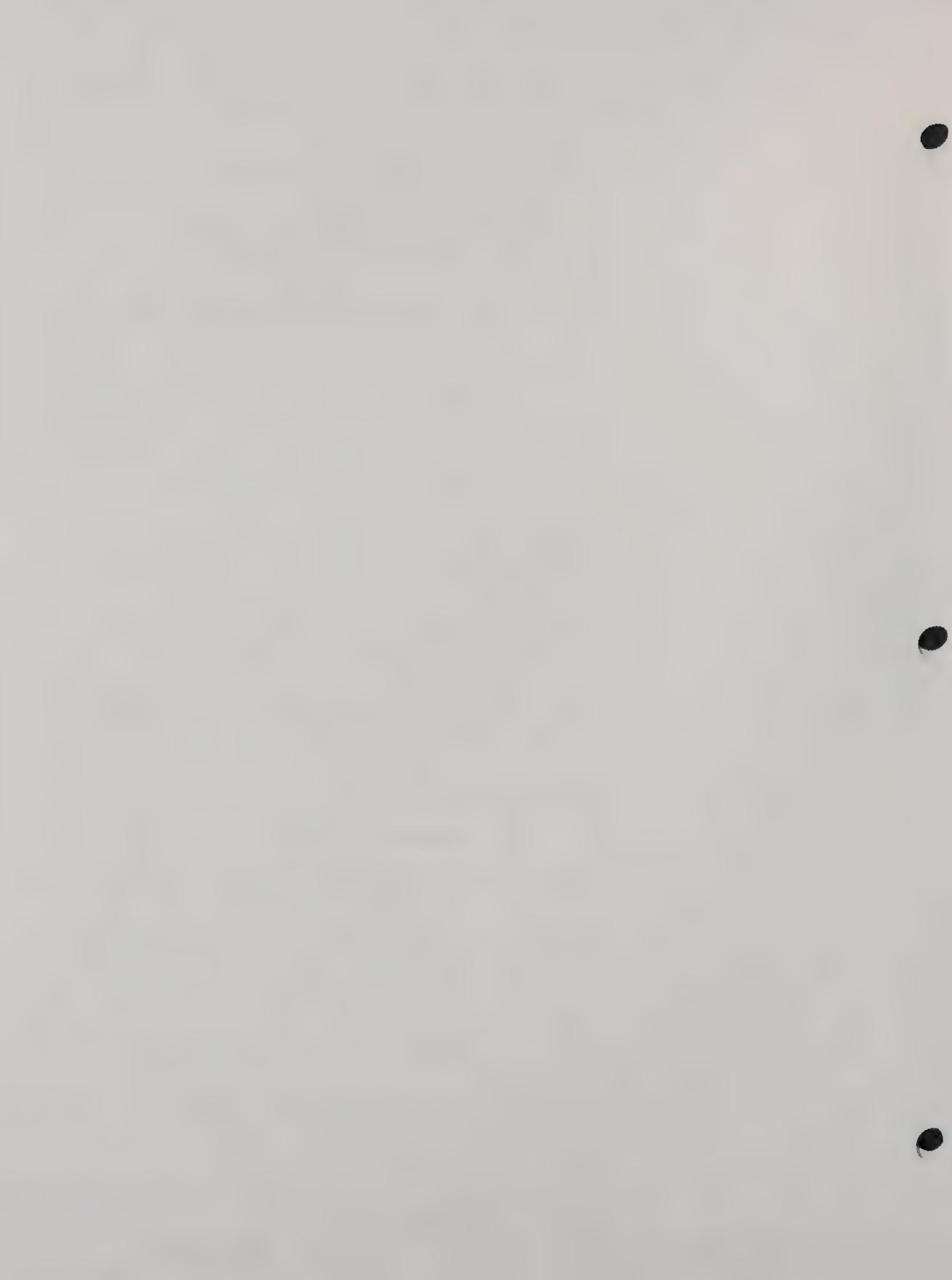


1 political economic process that is
2 to what is the overall total
3 benefit. That's a feasibility
4 study that was performed outside of
5 our process.

6 The process looks at balancing
7 benefit versus impact, okay, so the
8 benefit that the environmental
9 study would look at is, you know,
10 more simplistic avenue. It usually
11 does not take full credit for what
12 a political social agenda would
13 take credit as a benefit. In other
14 words, it tends to be far more
15 conservative.

16 MS. MEANEY: Okay. You list
17 here some of the benefits, the air
18 quality, I did see that, up through
19 2010 and you also have a projected
20 ridership.

21 I presume you used some kind
22 of statistical model to come up
23 with these estimates. And I'd like



1 to know number one what is your
2 margin of error?

3 MR. LEVY: Offhand, I couldn't
4 tell you. Again, this is not an
5 informational meeting. I mean, I
6 gladly will put you in touch so we
7 can get this information for you.

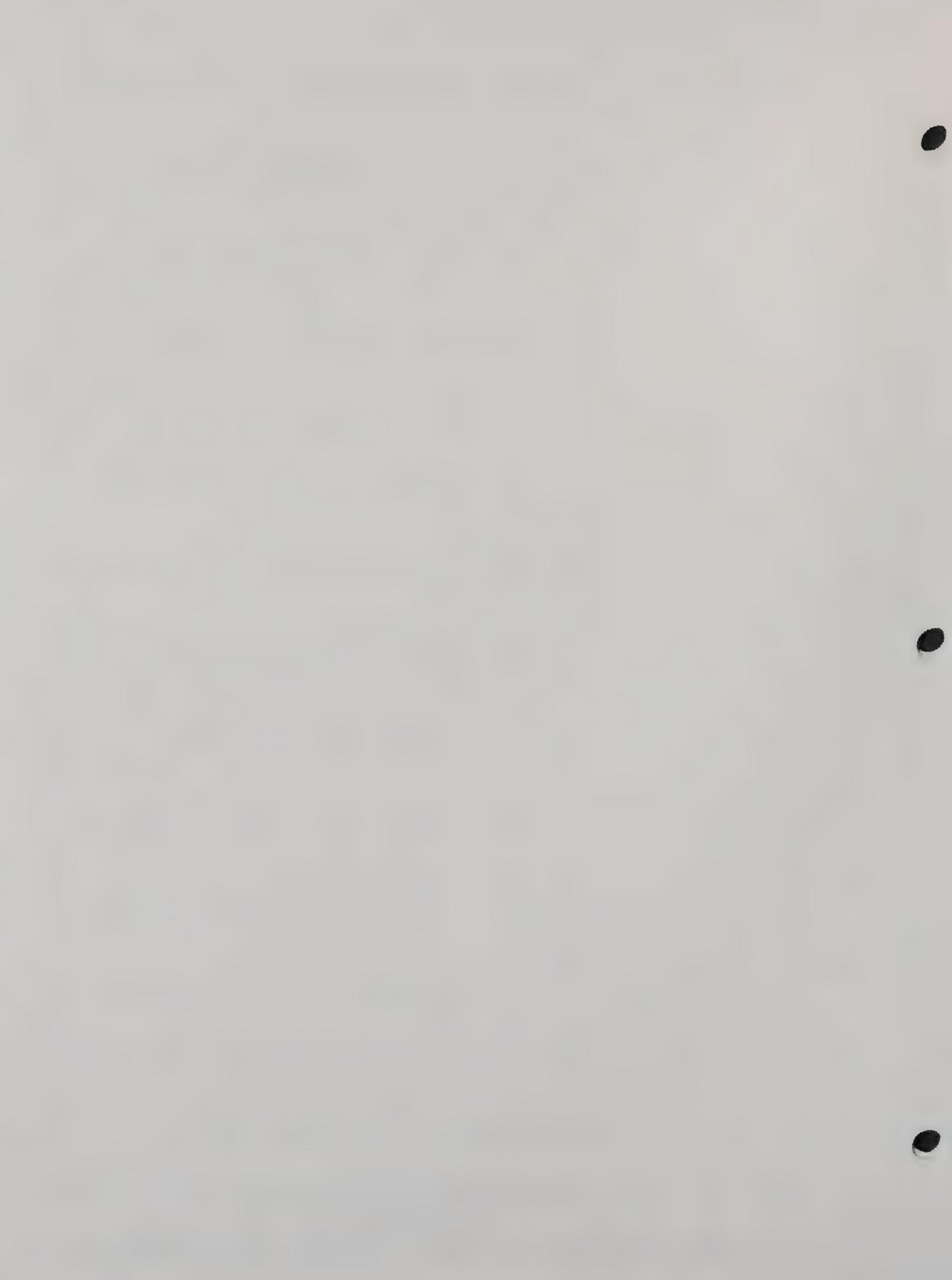
8 MS. MEANEY: Okay. And well,
9 I guess if you don't have
10 information, could you give me that
11 number?

12 MR. LEVY: Sure. 723-1700.

13 MS. MEANEY: Okay. And that's
14 where you could call and ask
15 specific questions?

16 MR. LEVY: Yes. And I suggest
17 why don't you give your name to
18 Cassandra before you leave in the
19 back.

20 MS. MEANEY: Okay. One last
21 question and that's on the EMF
22 question. I don't see that. It
23 would seem to me that that's

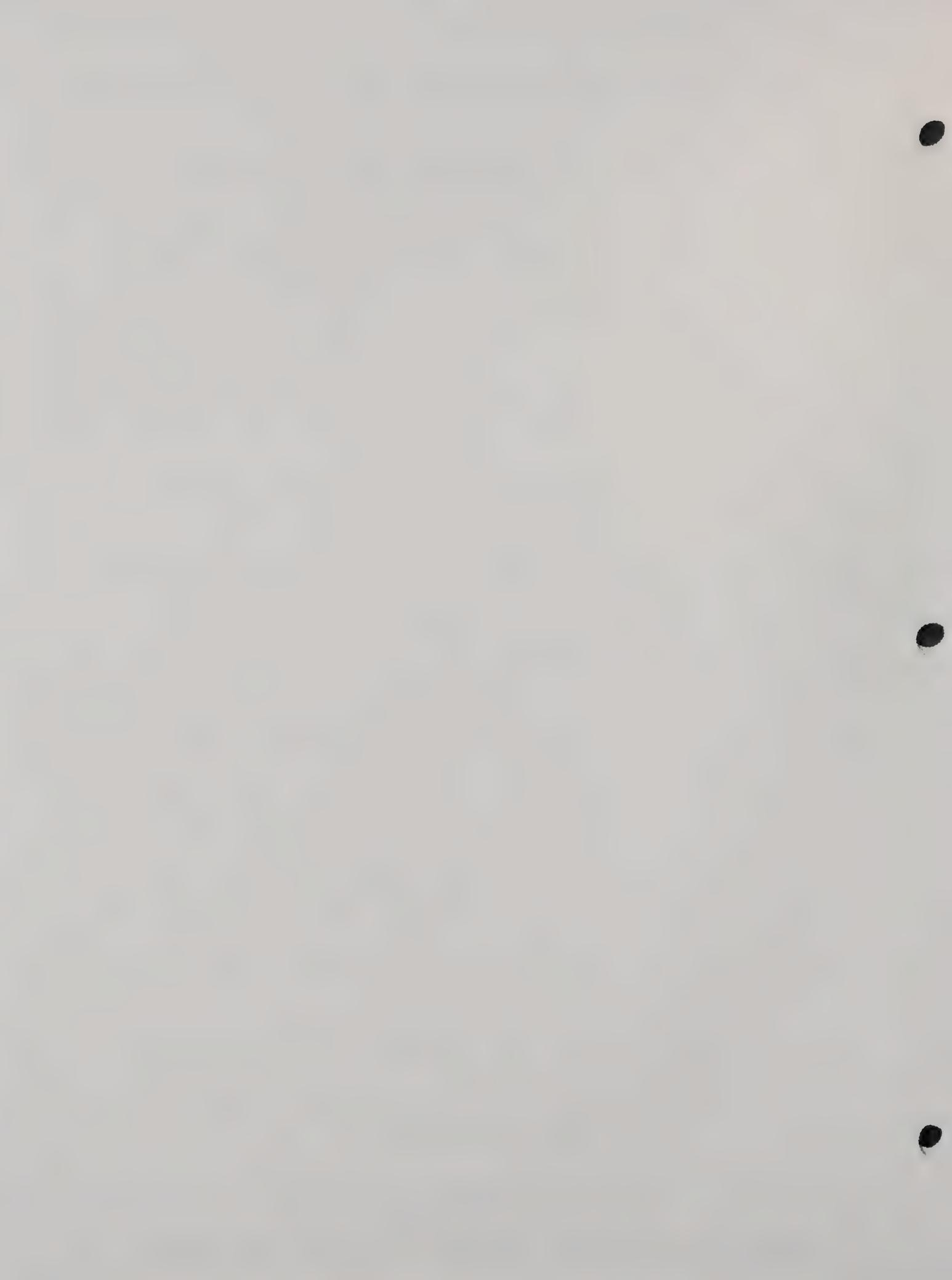


1 environmental and I don't see it
2 under a heading in your draft
3 report. Is it in there? I haven't
4 had a chance to read it.

5 MR. LEVY: Cassandra, could
6 you assist that lady in finding
7 that? Also I'd just like to --
8 just so you understand, because
9 this is -- and I know people get
10 pissed at this, there is a process.
11 I don't want you to waive any
12 rights.

13 You can speak to Cassandra but
14 nothing you discuss with her is
15 formal. If you have something
16 formal that you want clearly
17 entertained, make sure that you
18 either present it here or send it
19 in writing in comment form, please.
20 Thank you.

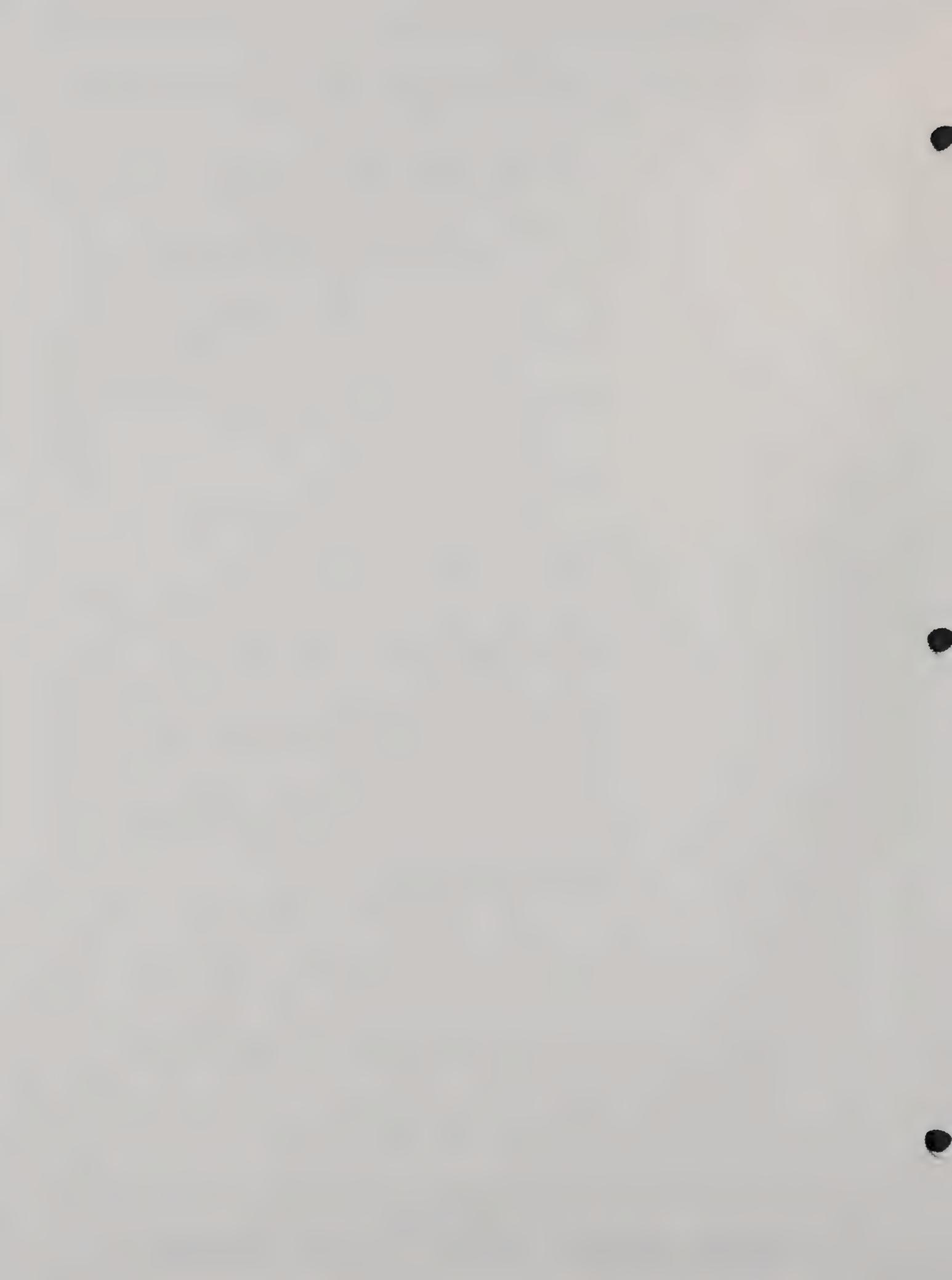
21 MS. MEANEY: Excuse me, who
22 reviews those and what happens to
23 those comments?



1 MR. LEVY: It's a very formal
2 process. They get categorized.
3 Every comment has to be considered
4 by law, every formal comment that's
5 made. If it's a concern, it's a
6 concern. And that's why it's very
7 important how you say your
8 comments.

9 After they are categorized,
10 they're done statistically.
11 They're reviewed by us and reviewed
12 by the FRA. And then based on
13 that, we look at what additional
14 studies and what additional work
15 that needs to be done or any
16 changes in mitigation that needs to
17 be recommended.

18 Upon all that, they are
19 finalized and they are reported.
20 In the FEIS, for every comment
21 that's made formally, the comment
22 will be presented as well as how we
23 disposed of the comment.



1 That's why there's a public
2 stenographer here tonight. She's
3 taking down everything verbatim to
4 the best of our abilities and we're
5 going to try to answer to the best
6 of our abilities.

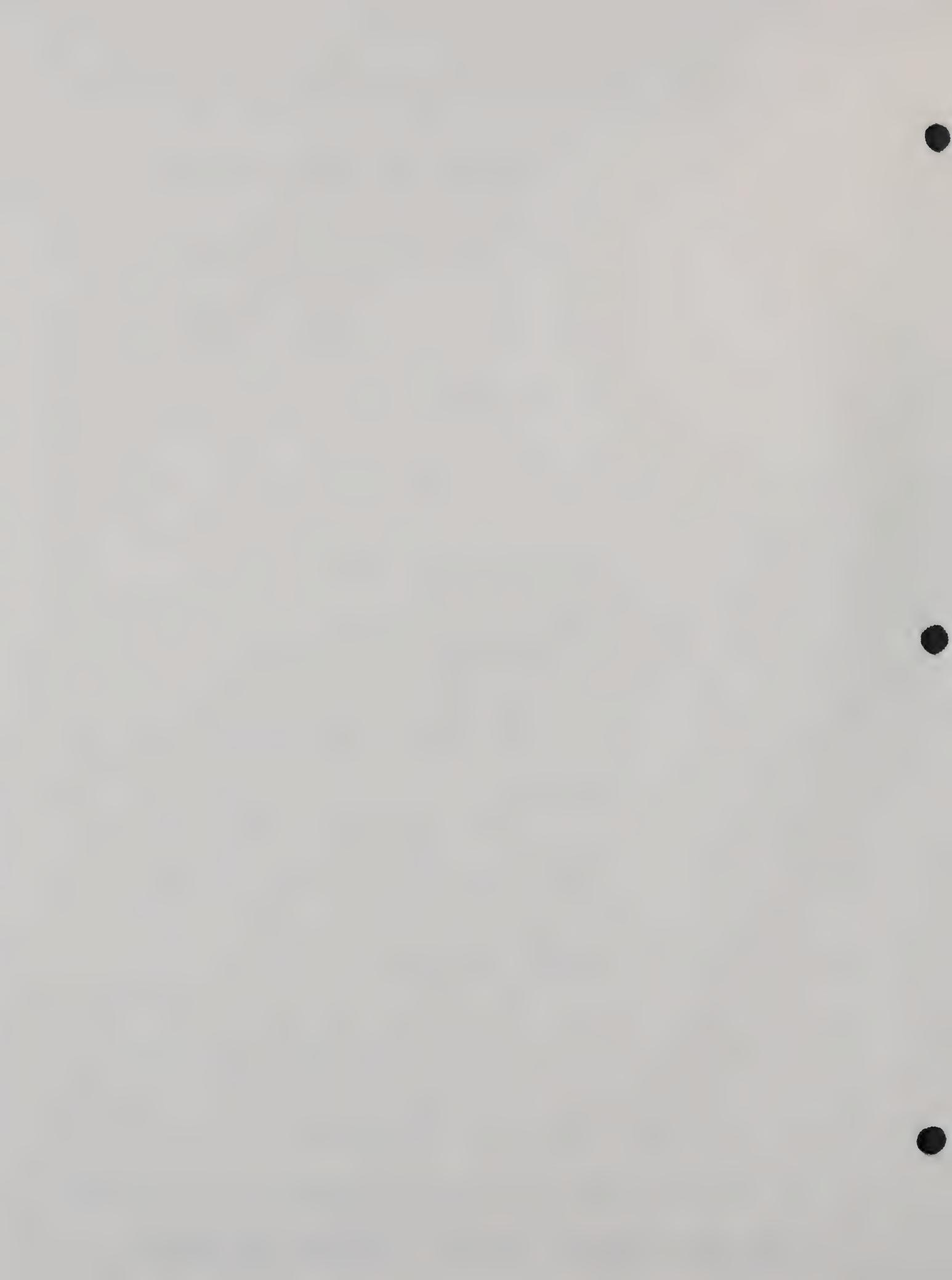
7 So clearly, if you have a
8 concern or question such as this
9 previous lady did, Mary Rolfe gave
10 very specific items. Those
11 specific items need to be addressed
12 in the FEIS.

13 MS. MEANEY: Thank you.

14 MR. LEVY: You're very
15 welcome.

16 FROM THE FLOOR: Excuse me, is
17 the study that you did, is that
18 still available to those of us who
19 didn't get it?

20 MR. LEVY: For the number that
21 is left in print, sure, you can
22 give your name to Cassandra. We'll
23 see if we can get you copies.



1 And if there's any additional
2 recommendations where we can put
3 some general copies, we gladly
4 will.

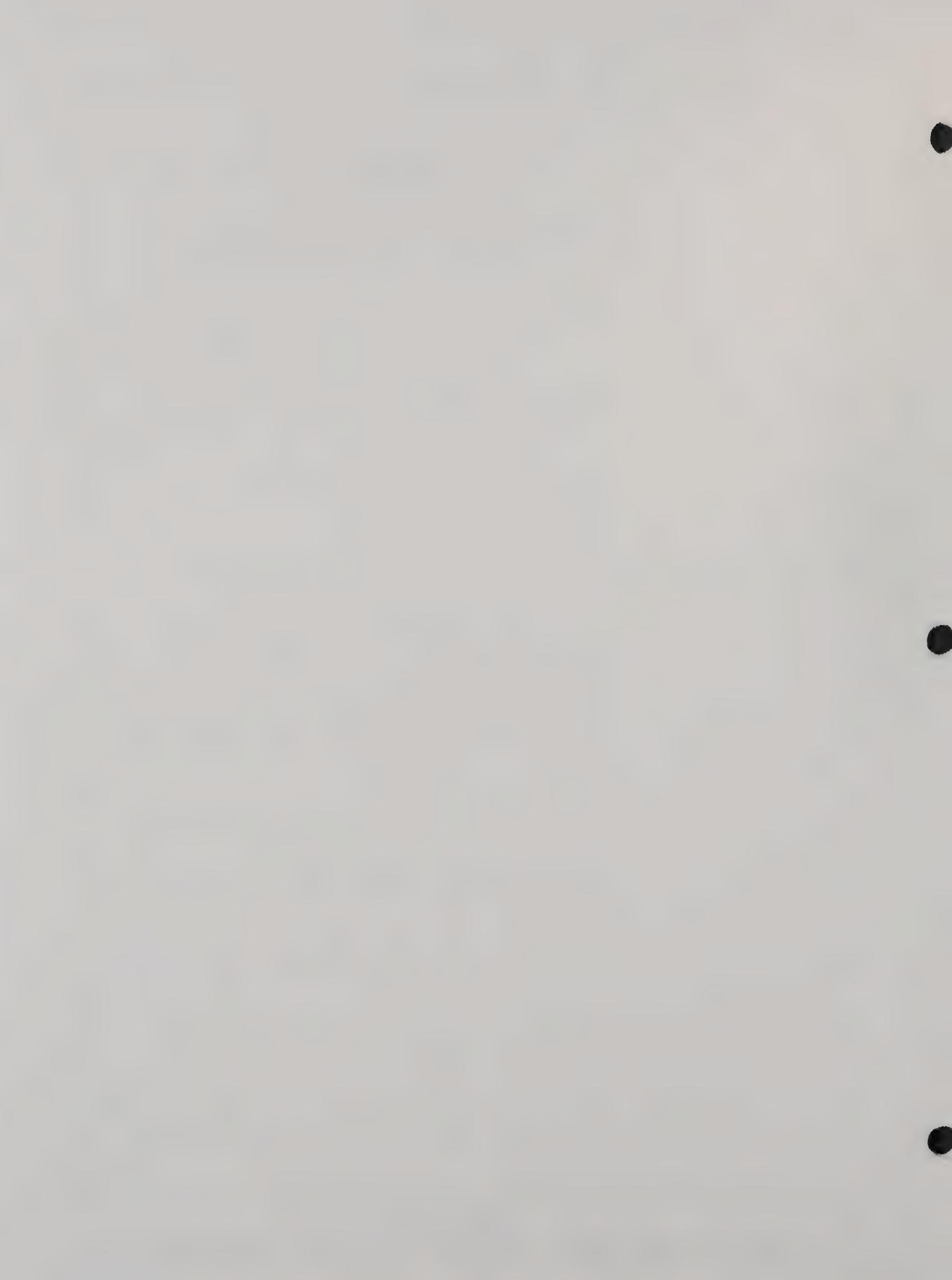
5 We tried libraries and things
6 of this nature, you know, but if
7 there's other places general copies
8 for the public to just look at.

9 It's three volumes. It's not a
10 small document. Anybody else?

11 MR. CARCHEDI: My name is
12 Jerry Carchedi, Roslindale. My
13 question is regarding the
14 mitigation measures that were put
15 into the report.

16 If someone has a suggestion,
17 for example, they want a sound
18 barrier in a particular area, what
19 guarantee or what avenue do they go
20 through to assure that it's put in
21 there or applied for one?

22 MR. LEVY: Okay. One, through
23 this process you can clearly make

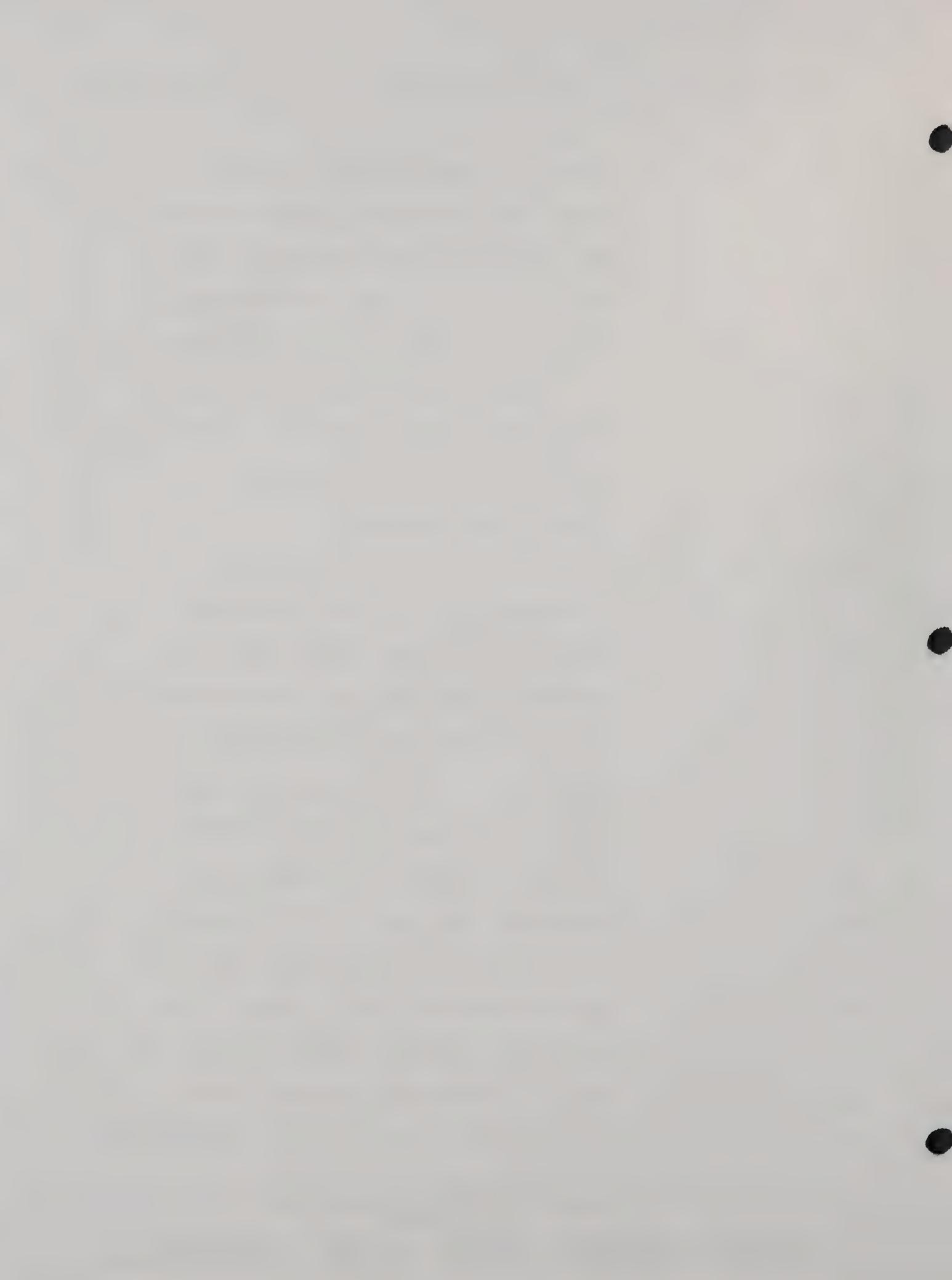


1 that recommendation that you feel
2 that for whatever reason there is
3 an adversity that needs to be
4 mitigated and your recommendation
5 is to mitigate it in this manner.

6 You should make that comment
7 formally. That comment needs to be
8 looked at and disposed of. So
9 that's one process.

10 At the end of the FEIS
11 process, it will be published. We
12 will clearly say based on that
13 comment what was the consideration
14 and what was the conclusion. If
15 you don't like the conclusion,
16 you're allowed to take further
17 action. There's an appeal of
18 anything that's in the document.

19 On top of that you have the
20 operating entities. That's the
21 MBTA and Amtrak. Amtrak based on
22 what's happening through this
23 process has taken other studies and

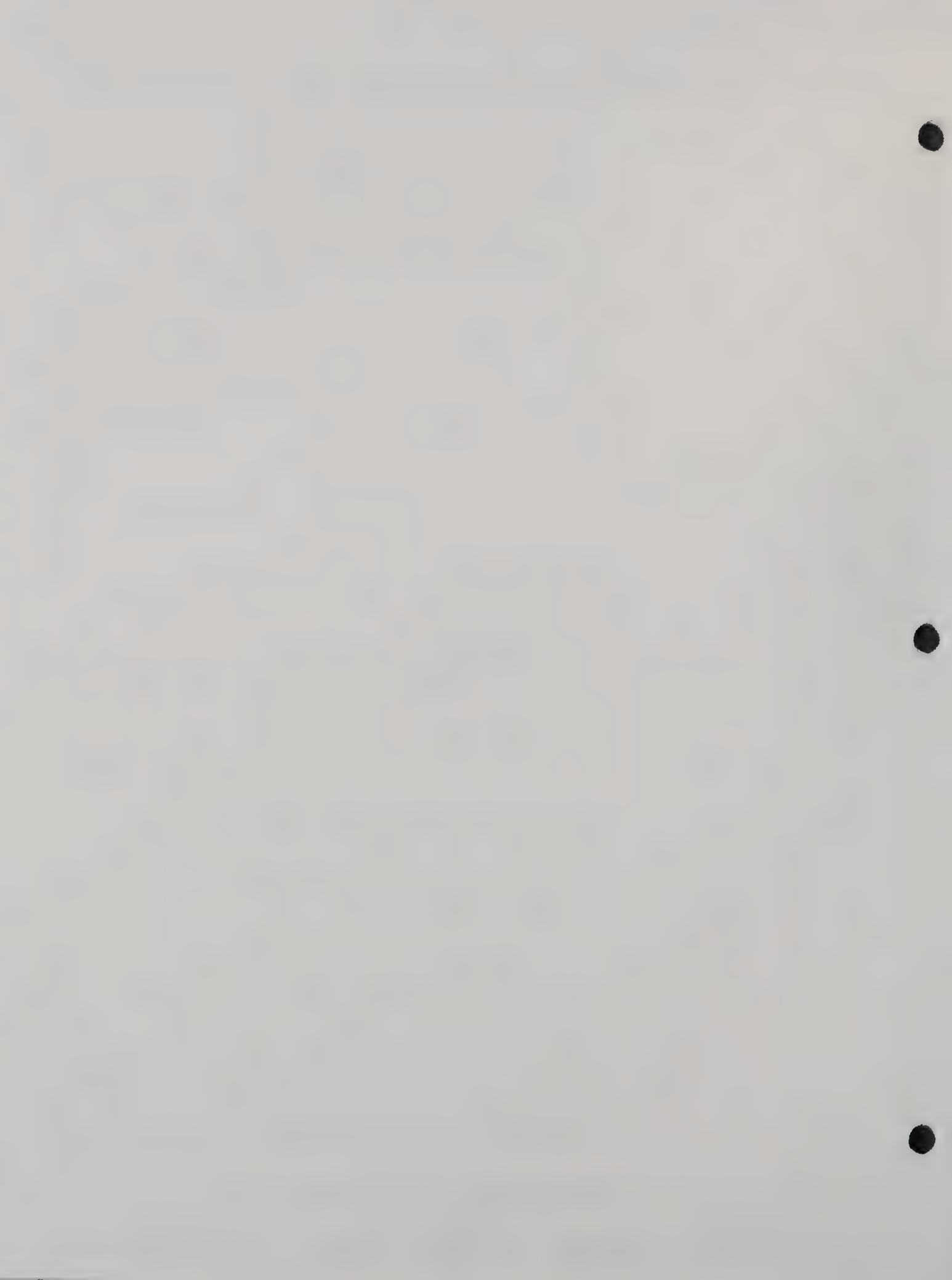


1 other entities regarding noise.
2 They're really looking now heavily
3 at the ambient noise that now
4 exists which a lot of people are
5 concerned about. They're clearly
6 looking at the potential for doing
7 some mitigation.

8 So my recommendation is
9 there's two avenues. There's the
10 avenue presently which we're
11 dealing with now but concurrently
12 you can also deal with the MBTA and
13 Amtrak. And tenacity is the name
14 of the game.

15 FROM THE FLOOR: When you talk
16 about coverage and responses to
17 comments are you talking about the
18 federal register?

19 MR. LEVY: No. They get
20 published in the FEIS, the final
21 environmental impact statement.
22 There will be another document that
23 follows at the end of the process



1 similar to this one.

2 And in the appendix all the
3 comments and all the concerns and
4 all the letters that we received in
5 the comment period, have to be
6 addressed. That's by law.

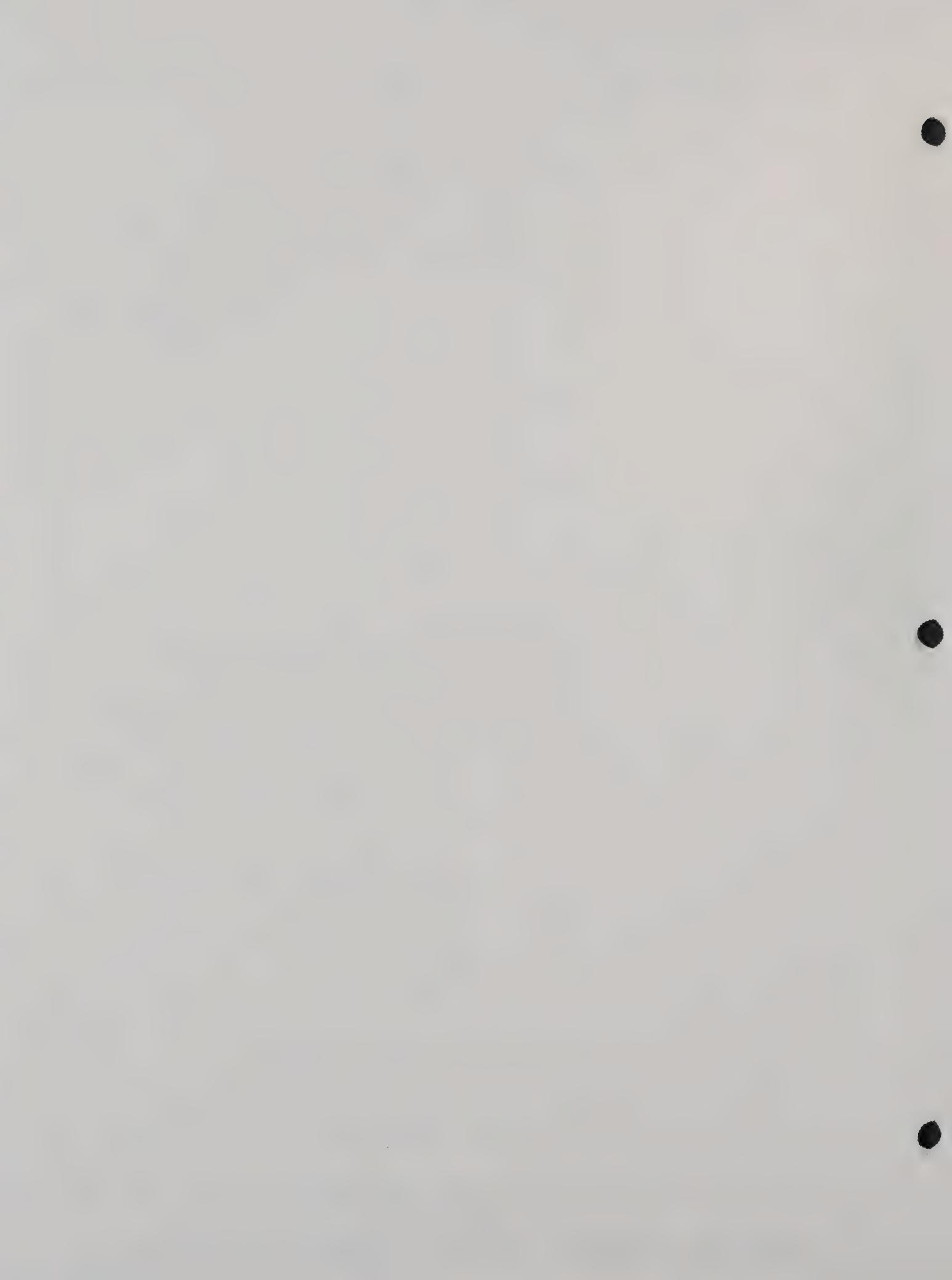
7 FROM THE FLOOR: And when we
8 will have access to that?

9 MR. LEVY: There will be a
10 notice in the federal register and
11 a legal notice indicating that the
12 document has been published and we
13 will again distribute it to people
14 who got the original. Anyone who
15 got the original DEIS will get a
16 copy of the final.

17 FROM THE FLOOR: Who'll give
18 the citation? I mean basically,
19 what is it?

20 MR. LEVY: It's a notice of
21 the issuance of a draft
22 environmental impact statement.

23 FROM THE FLOOR: What number



1 would it be under?

2 MR. LEVY: I don't even
3 remember. We can find out. Go
4 ahead.

5 MR. HEISLER: Yes, I'm Joe
6 Heisler. I'm from Roslindale. I
7 see you have some self addressed
8 envelopes up here. Are those for
9 people that want to submit written
10 comments?

11 MR. LEVY: There's a form up
12 there as well as a self addressed
13 envelope. Everyone should take one
14 with them even if they have an
15 after thought. The things to
16 remember though is the dates.

17 The dates are again and I'll
18 repeat them, they're December 3 for
19 the federal process and December 9
20 for the state process. I believe
21 they have to be postmarked.

22 MR. GOULET: Yes. And it
23 should be attention my name.

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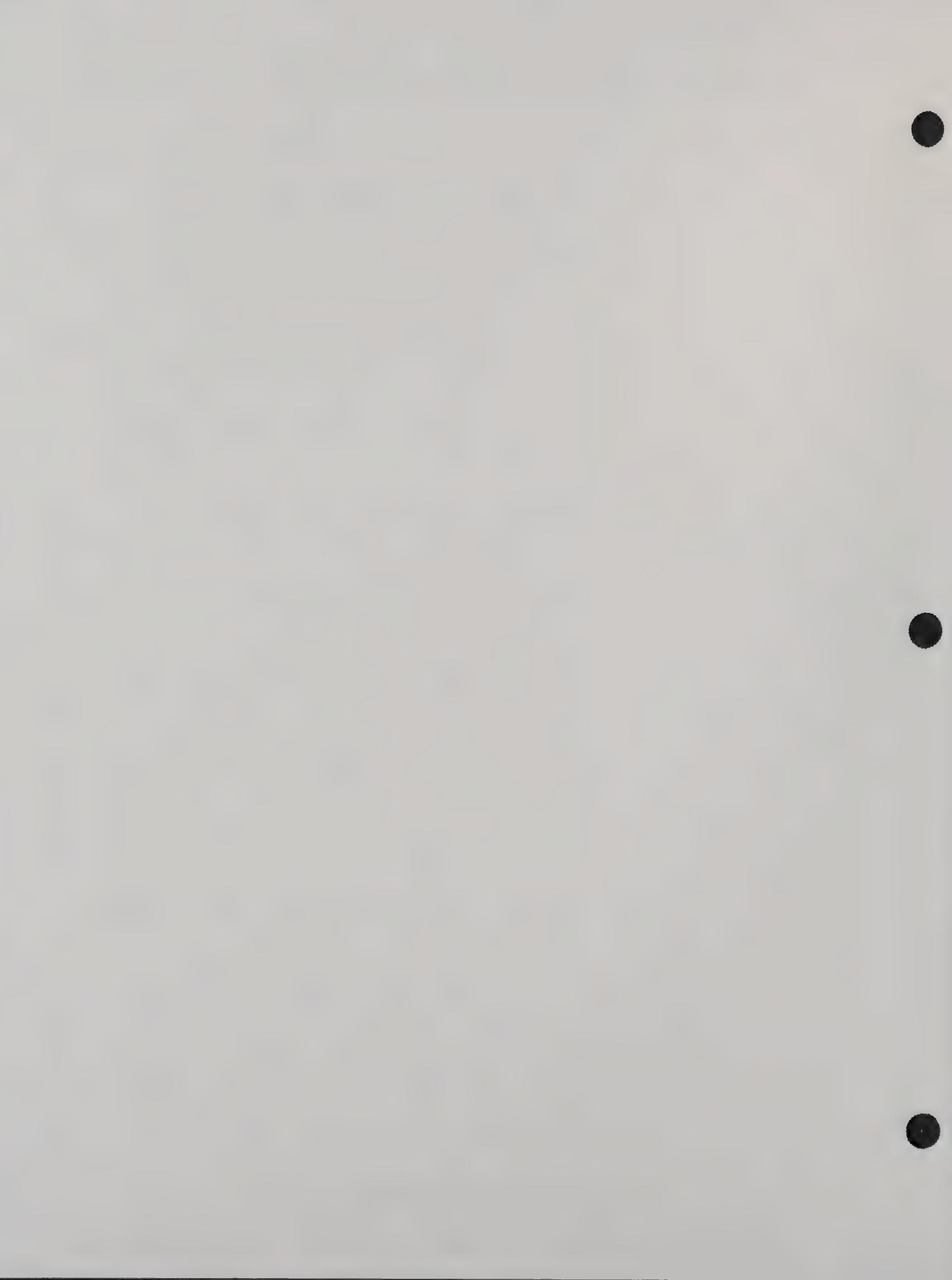


1 MR. LEVY: Also if possible if
2 you don't -- attention to Glenn
3 Goulet, G-O-U-L-E-T. Anybody else?

4 MS. SIMON: My name is Robin
5 Simon and I'm a resident of
6 Roslindale. I'm also a property
7 manager for two hundred units in
8 the Roslindale area, two of which
9 directly abut the railroad line.

10 In your study which I haven't
11 had a chance to read and I have to
12 go on the record just for the
13 record, that the PR end of it and
14 the coordination of notifying
15 people, people that live directly
16 next to the railroad, people that
17 manage properties up and against
18 the railroads and just local towns
19 and communities has been very poor.

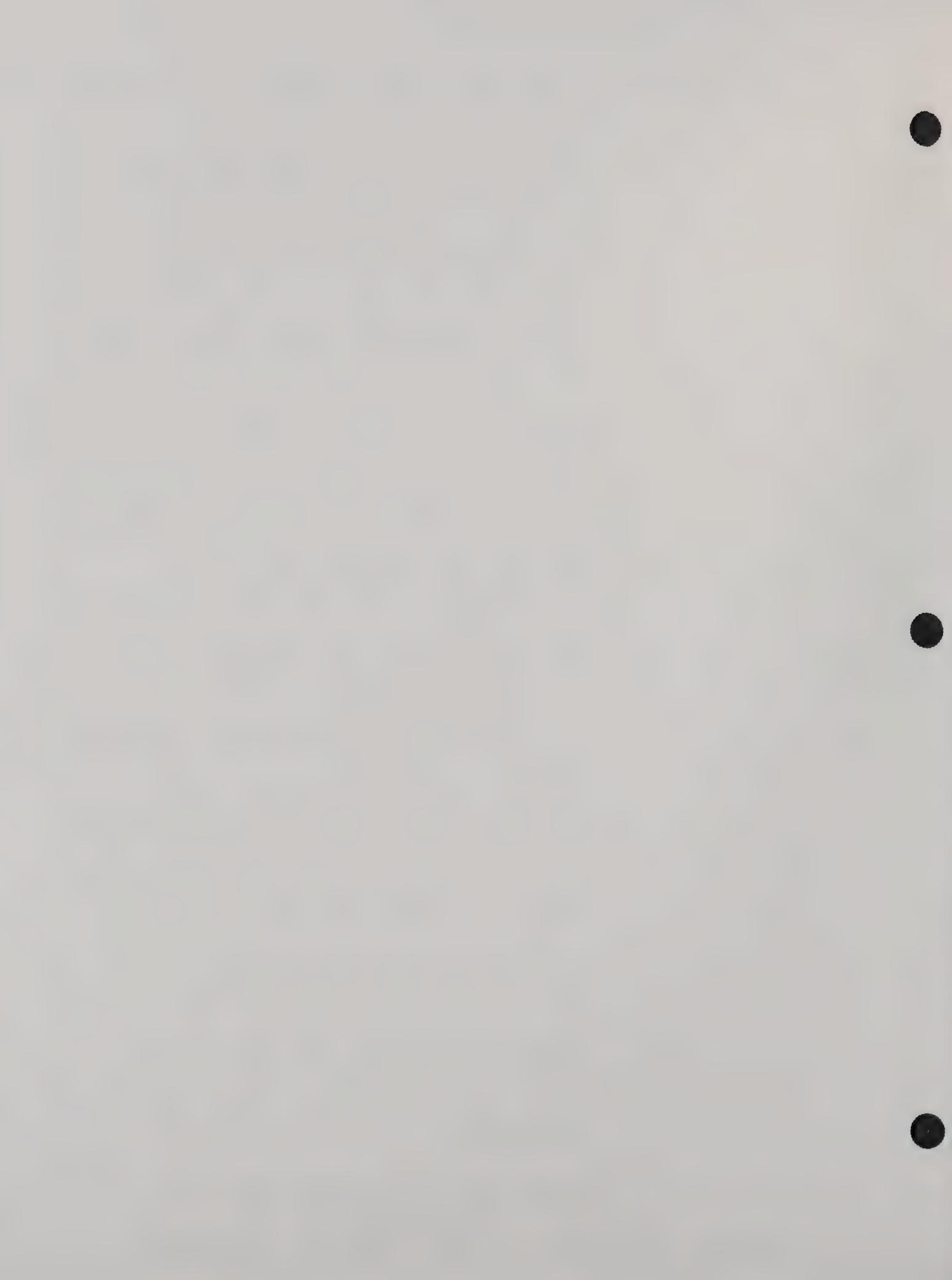
20 I know it's very difficult to
21 do communications because that's
22 part of what I do but I was able to
23 get memos out to the two hundred



1 residents at properties about this
2 meeting only because I was given
3 the information by one of the
4 residents at one of my properties.
5 There's something wrong with that.

6 As far as electrification
7 process is concerned and what we're
8 addressing tonight and I'm speaking
9 in part because I realize if Amtrak
10 and if I'm understanding you
11 correctly, I can address questions
12 for Amtrak and the MBTA at this
13 meeting which will be reviewed.

14 I'd like to know what Amtrak's
15 immediate plans are and the MBTA's
16 immediate plans are for decreasing
17 the decibel level that exists today
18 that's existed four years at these
19 properties and the problems that
20 these people have had to live with
21 every single day and that I live
22 with every day when I walk these
23 properties.



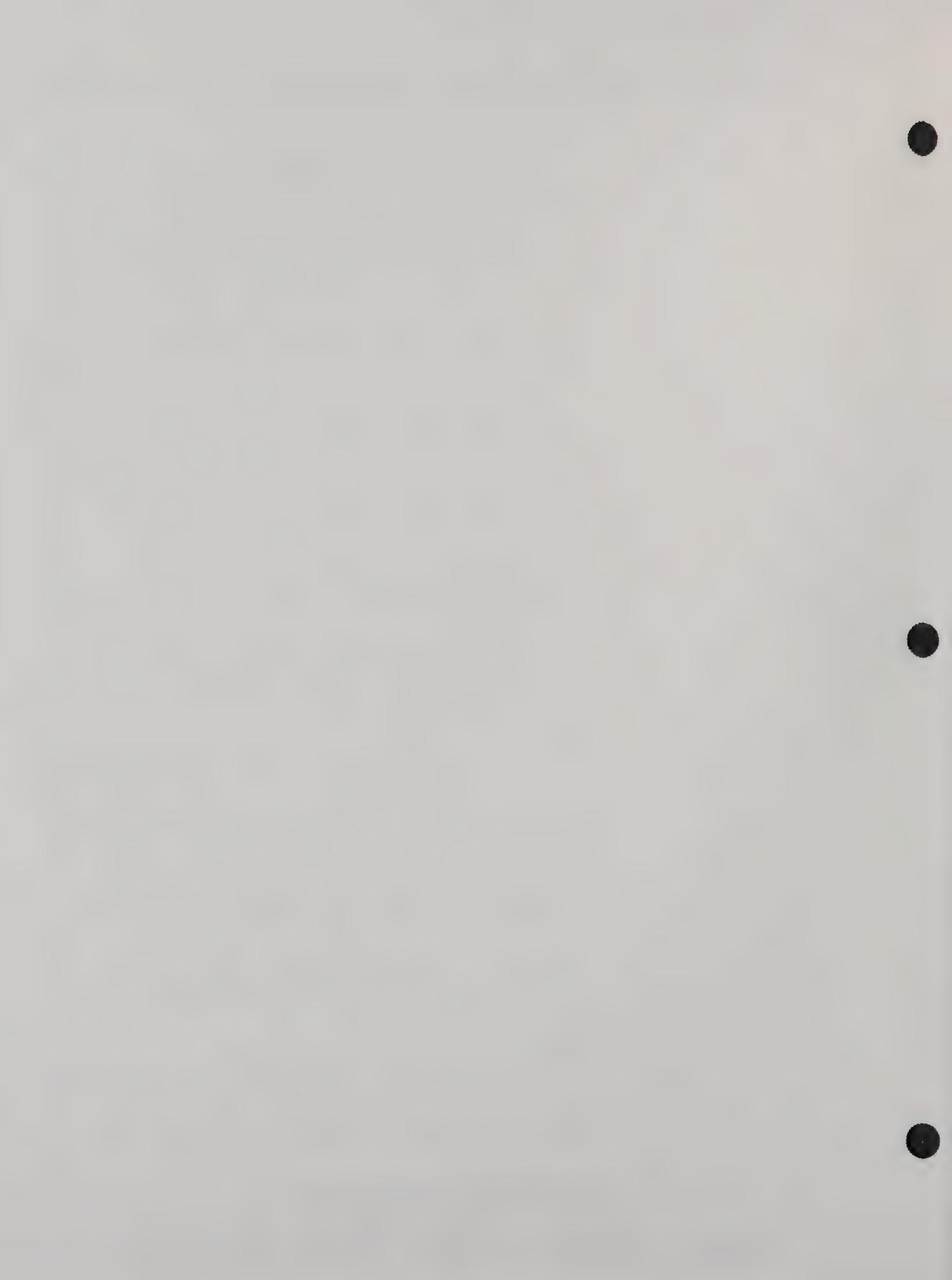
1 Two of the residents here,
2 Terry and Joe Heisler who have
3 presented their opinions to the
4 board stressed something that I
5 don't think is getting enough
6 importance and also the woman with
7 the puppy and that is that the
8 existing condition of the railroad
9 line and the fence or the barrier
10 that protects residents, that
11 protects neighbor from neighbor,
12 that protects the elderly and the
13 children is not being maintained at
14 all.

15 I would love to see the record
16 of how many times someone goes out
17 to fix the fence because I'm sure I
18 could match it twelve fold. We're
19 out there every single day
20 replacing huge sections of this
21 fence.

22 If you're proposing to put in
23 a train that's going to travel in

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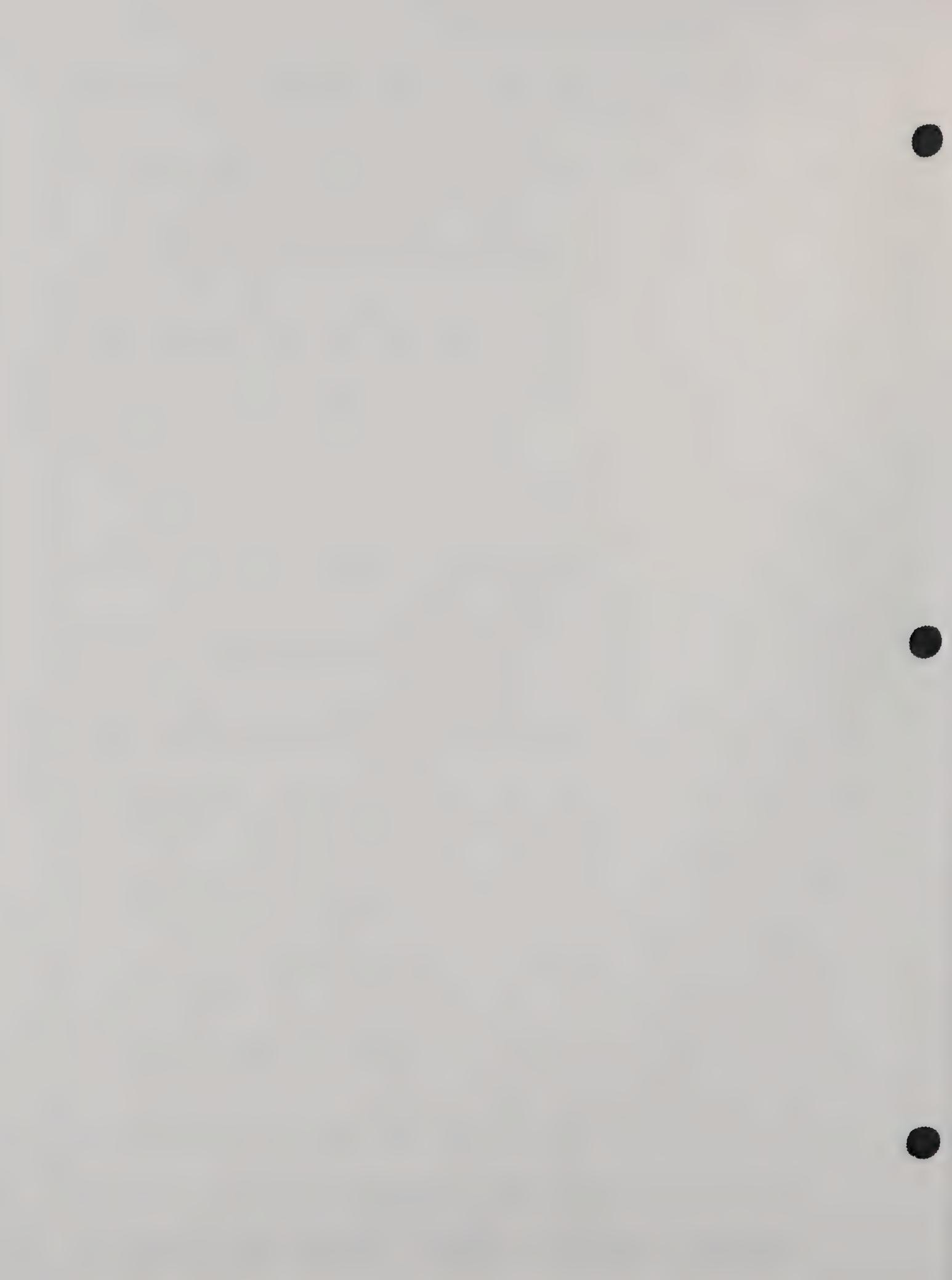


1 excess of 150 miles an hour and
2 electrify it and put in all sorts
3 of wire mesh which we are now
4 finding is being cut fairly
5 readily, you've got to do something
6 else now to protect people now.

7 There's a real serious problem
8 out there. We're very lucky that
9 no one has been killed out there,
10 very lucky. We've had children out
11 on those tracks.

12 I myself do property
13 inspections weekly. I pass by
14 children passing on the other side
15 of the tracks and warn them that
16 they have to get off the tracks.
17 They don't care because it's no
18 man's land. There's no one out
19 there to protect them.

20 We've gone to the community
21 affairs director for Roslindale,
22 for Hyde Park, to the police
23 department and they've told us hire

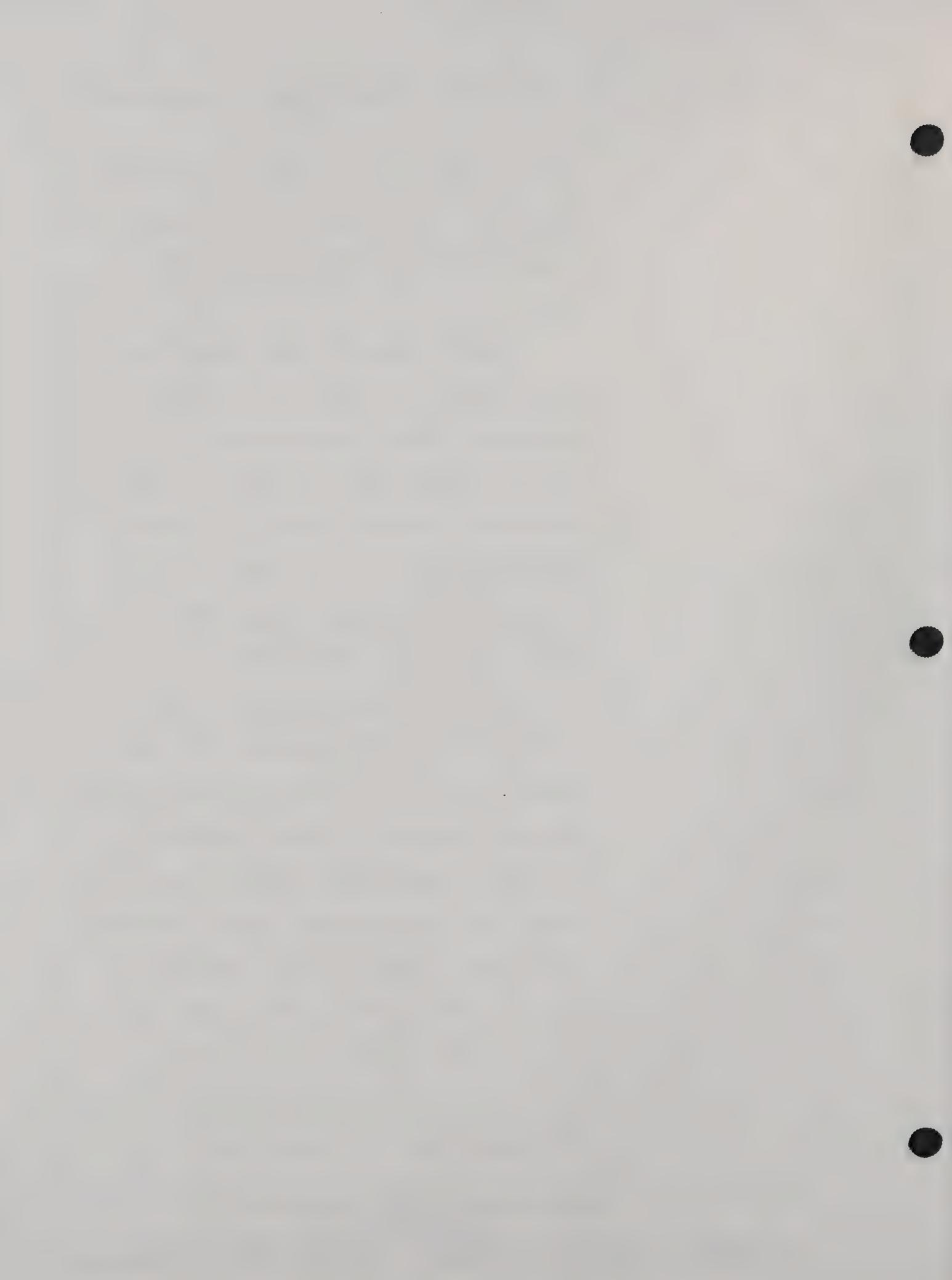


1 an off-duty cop to sit there, hire
2 someone. You pay and hire someone
3 to protect the MBTA or Amtrak's
4 land.

5 There aren't funds available
6 to do that. I don't know what's so
7 difficult about maintaining a
8 fence. We're not talking 300 miles
9 of fence. We're talking a short
10 distance and it's to protect the
11 lives of the people that abut this.
12 These are your neighbors.

13 I've called myself. I've
14 talked to Jerry Ruggerio of the
15 MBTA. I've met with him many times
16 at the property, we've walked it
17 and he tells me the same thing that
18 these residents have said. There's
19 no money. There's not enough
20 funds. We're doing the best we
21 can. There's a lot of fence.

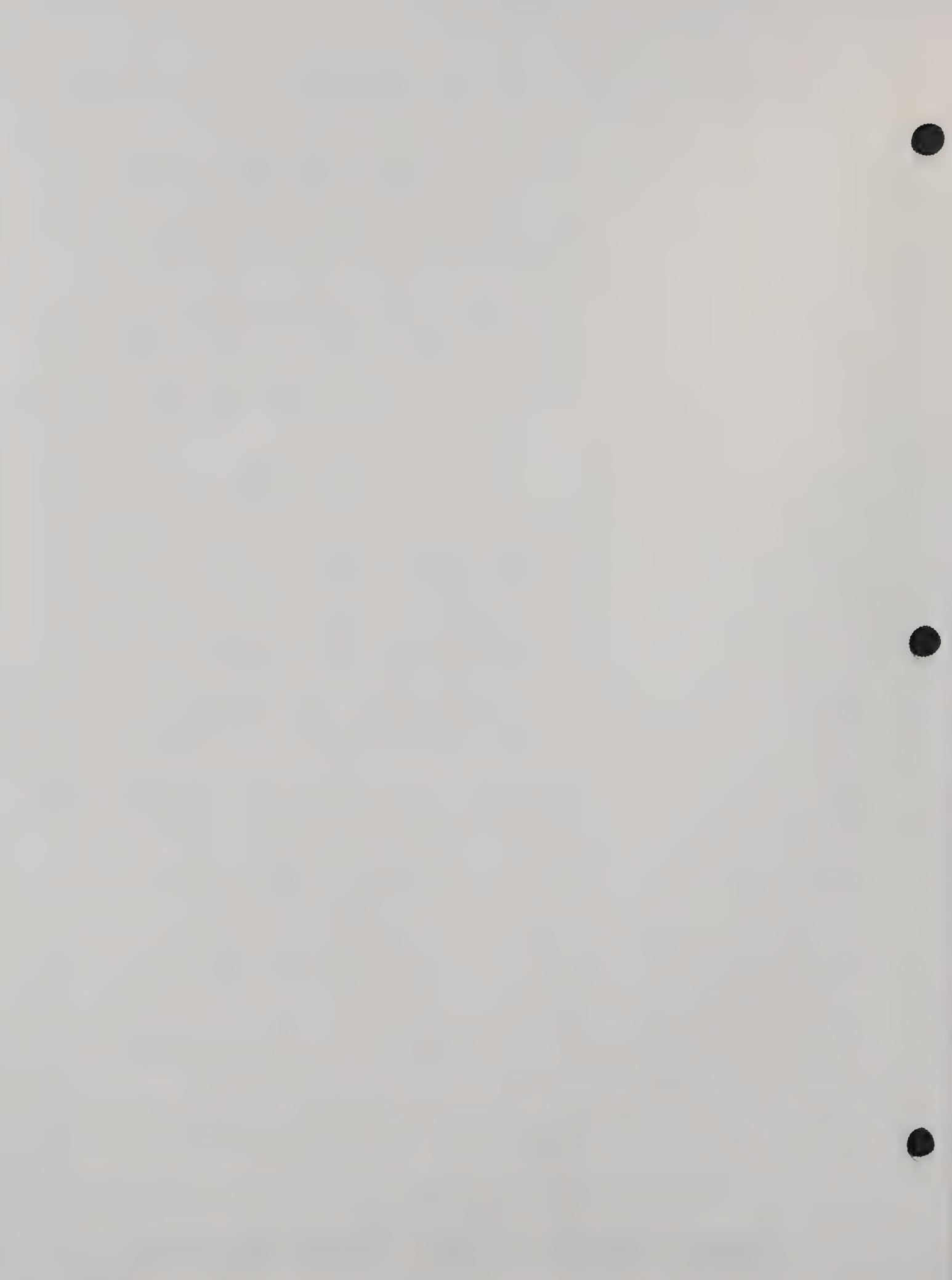
22 I know there's a lot of fence.
23 I'm repairing it every day. I'd



1 like to see something done right
2 away not in six months from now or
3 a year from now where after someone
4 is killed. I'd like to see
5 something addressed to that. So
6 I'd like to just state that for the
7 record.

8 Also with the noise of the
9 railroad and the maintenance issues
10 of the trains, that's just a common
11 thing. You've got to maintain your
12 trains. If you can't maintain
13 them -- and this isn't directed to
14 you but I'll direct it to these
15 gentlemen because no one is here
16 from the MBTA -- if they can't
17 maintain them in a reasonable
18 fashion, then don't run them.
19 Don't run them unless they're
20 running correctly.

21 We don't run our cars that
22 way. We'd be find if we did. And
23 maybe that is a great source of

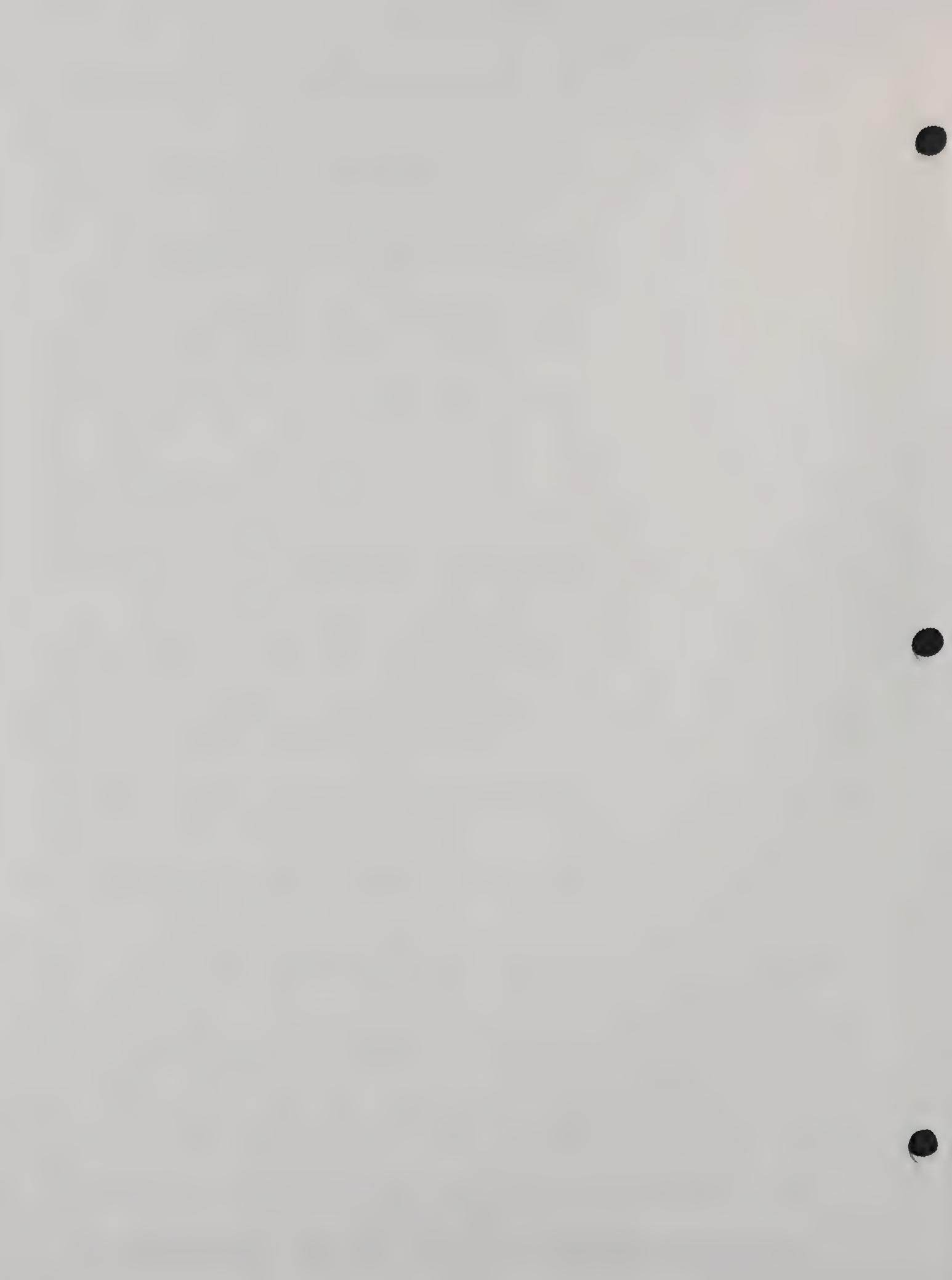


1 revenue. Maybe we should bring
2 that up to someone. It has to be
3 addressed today. These people
4 can't tolerate it. They're at the
5 end of their ropes. And you're
6 asking them for a lot and you're
7 not willing to give.

8 There's got to be a compromise
9 here. We're not completely against
10 what you're presenting. We want to
11 know about it. We want to
12 understand it. We want to be
13 assured of certain things.

14 If you can't give us the
15 assurance on the EMFs, if you don't
16 know, tell us you don't know.
17 Don't just assume that it's going
18 to be okay and then leave these
19 people for twenty years so that
20 their children inherit a problem
21 that we can take care of today.

22 Let's just be knowledgeable
23 about this. Let's share it. Let's



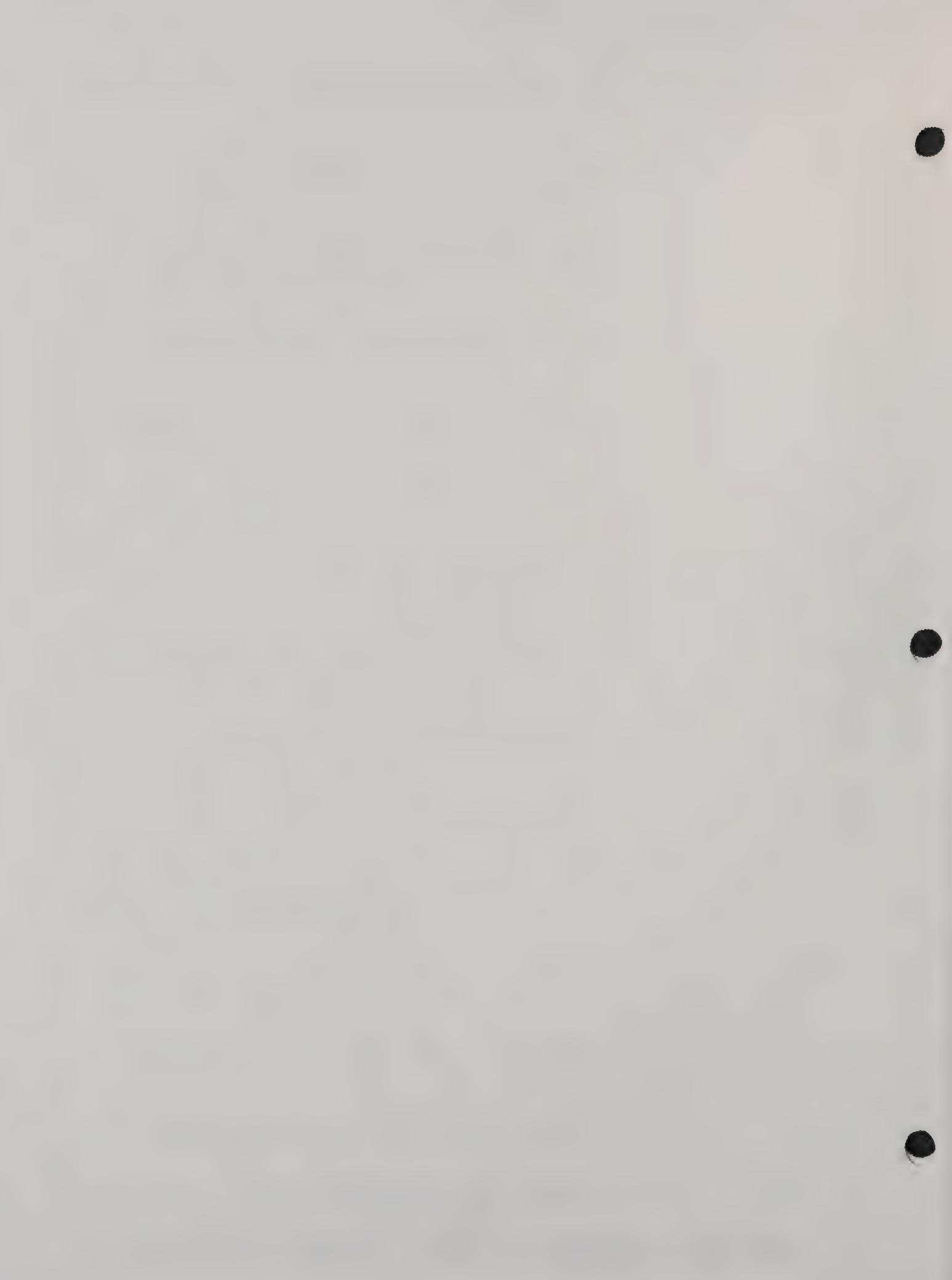
1 be open. These meetings should be
2 information meetings not just come
3 and name your gripe and we'll
4 listen to it and we'll take it
5 under advisement. Have someone
6 here that can answer the questions.
7 Have someone that wants to answer
8 the questions.

9 If I went to a meeting and I
10 go to many meetings and I presented
11 information and I didn't have any
12 back up, I wouldn't be in business.
13 You've got to be able to give
14 people a response to their
15 inquiries. You've got to be able
16 to answer their fears.

17 What I'm hearing here tonight
18 is a lot of miscommunication, a lot
19 of misinterpretation. A lot of
20 people here may be right on the
21 ball but this is not the best way
22 to go. What is the point of this
23 whole electrification process? To

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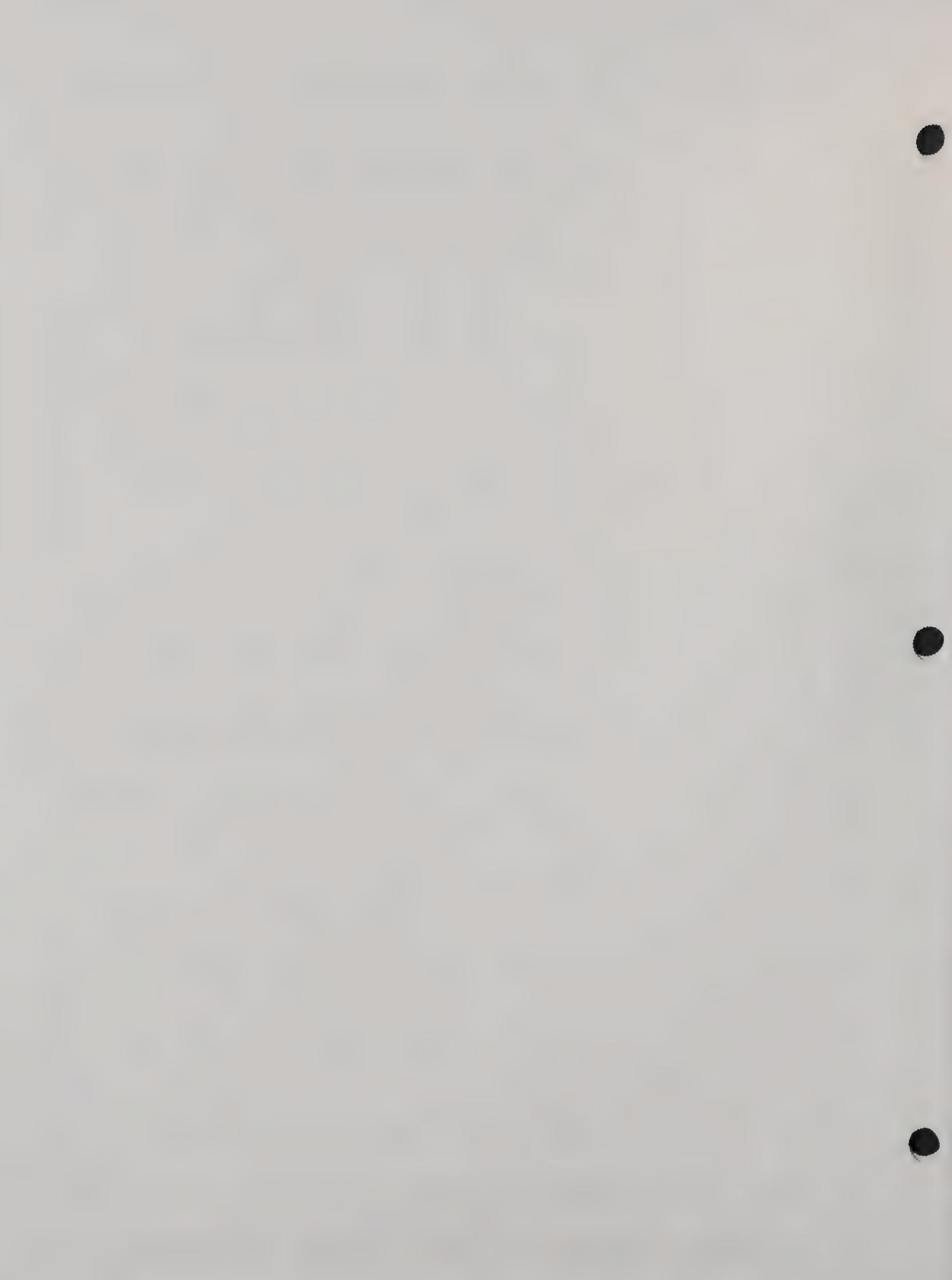


1 go from Boston to New York or New
2 York to Boston it will be an hour
3 shorter commute?

4 I'd rather know that the
5 people in these properties are
6 living a good lifestyle, that
7 they're happy living where they
8 are, that their property values
9 aren't plummeting.

10 I don't care if it takes an
11 extra hour. I want the people who
12 live here to be happy not the
13 people from New York who are
14 visiting. It is real important to
15 me and it's real important to these
16 people and I just want you to
17 understand that.

18 And any time any of you want
19 to come and walk these properties,
20 I'll be happy to walk them with
21 you. I'll be happy to point out
22 these holes. I'll be happy to
23 point out these trouble spots.



1 I mean, you can't even have a
2 conversation in your own living
3 room as some of these residents
4 said. And the trains aren't once
5 every two or three hours. It's
6 consistent. It's every day.

7 And you've got to really think
8 about that every day living with
9 that and you're asking them to take
10 it one step further. Give them
11 something back. Thank you.

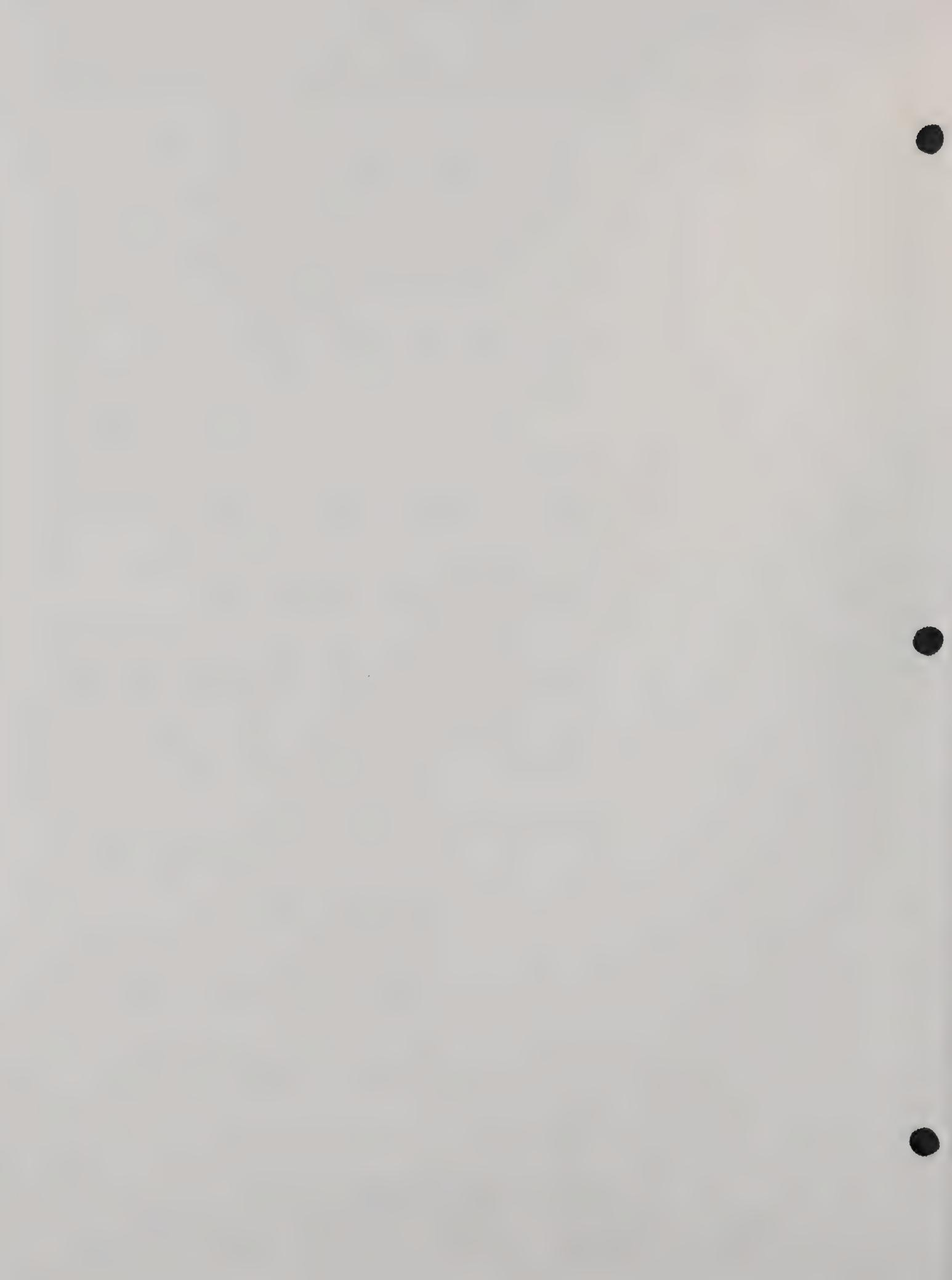
12 MR. LEVY: You're welcome.

13 Just as a point of clarification so
14 you don't, you know, don't get
15 mislead. We're not here that's
16 dealing with operations.

17 We're not from the operations

18 group with MBTA or Amtrak.

19 Clearly, this becomes public record
20 and they'll be aware of it. But
21 none of us can promise you any
22 action from that. Okay. Anybody
23 else?



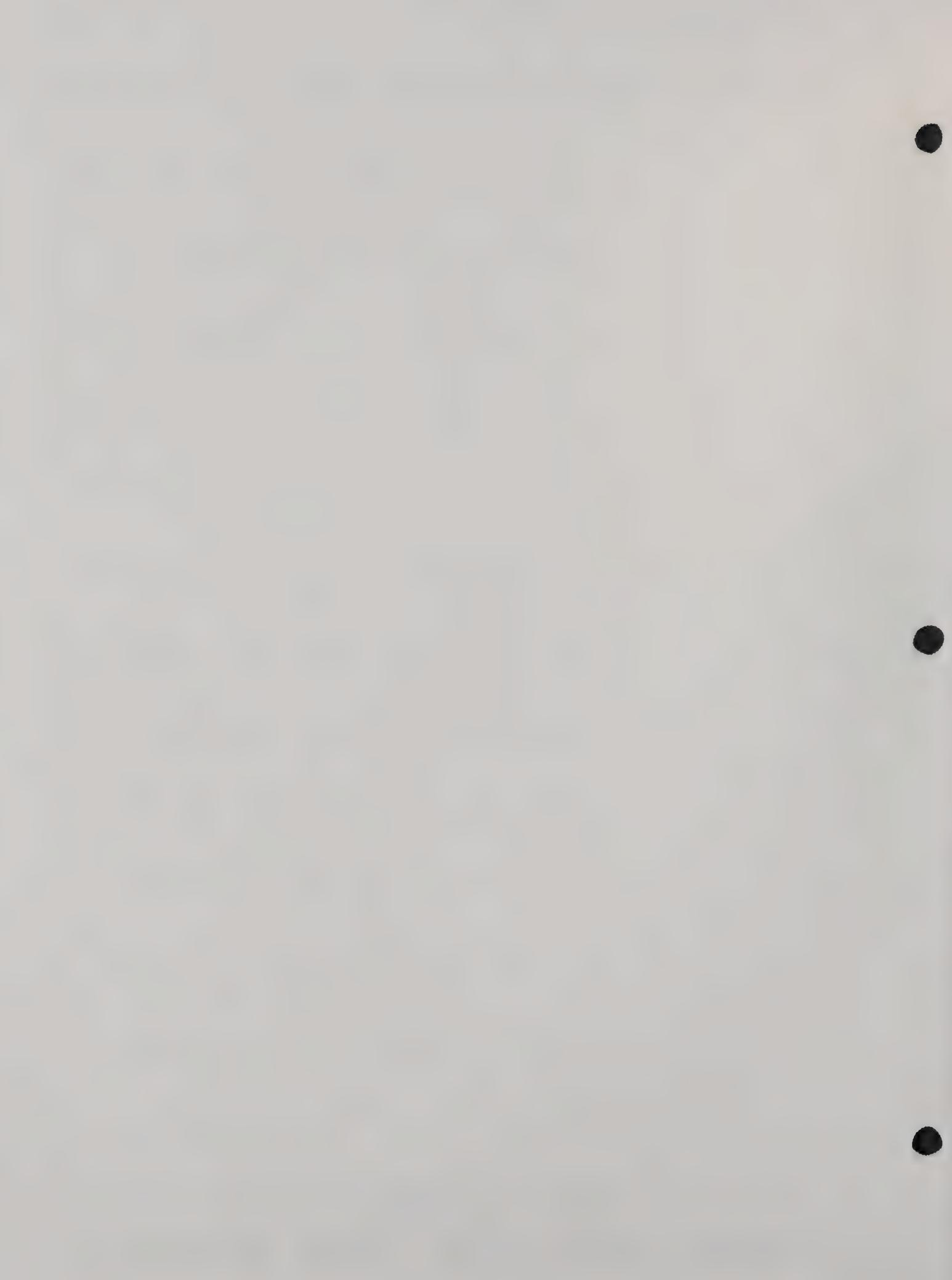
1 MR. LESNICK: My name is James
2 Lesnick. I spoke before.

3 Following the last person's
4 comments, you know, why can't we,
5 you know, make a city where because
6 you have so many cultures and so
7 many people living so close
8 together that we all have to have a
9 quieter more respectful city?

10 Why can't the trains slow down
11 and come through the city? Why
12 can't this new train be licensed to
13 operate only up to the speed of the
14 existing train for a starter? It's
15 renewable license if you maintain
16 these bills, the tracks, the
17 fencing, then we will renew the
18 license, you see.

19 But the responsibility is on
20 you to comply, Amtrak, and the
21 trains, you see, that is the city
22 that I want to see. That's it.

23 MR. LEVY: Okay. Thank you.

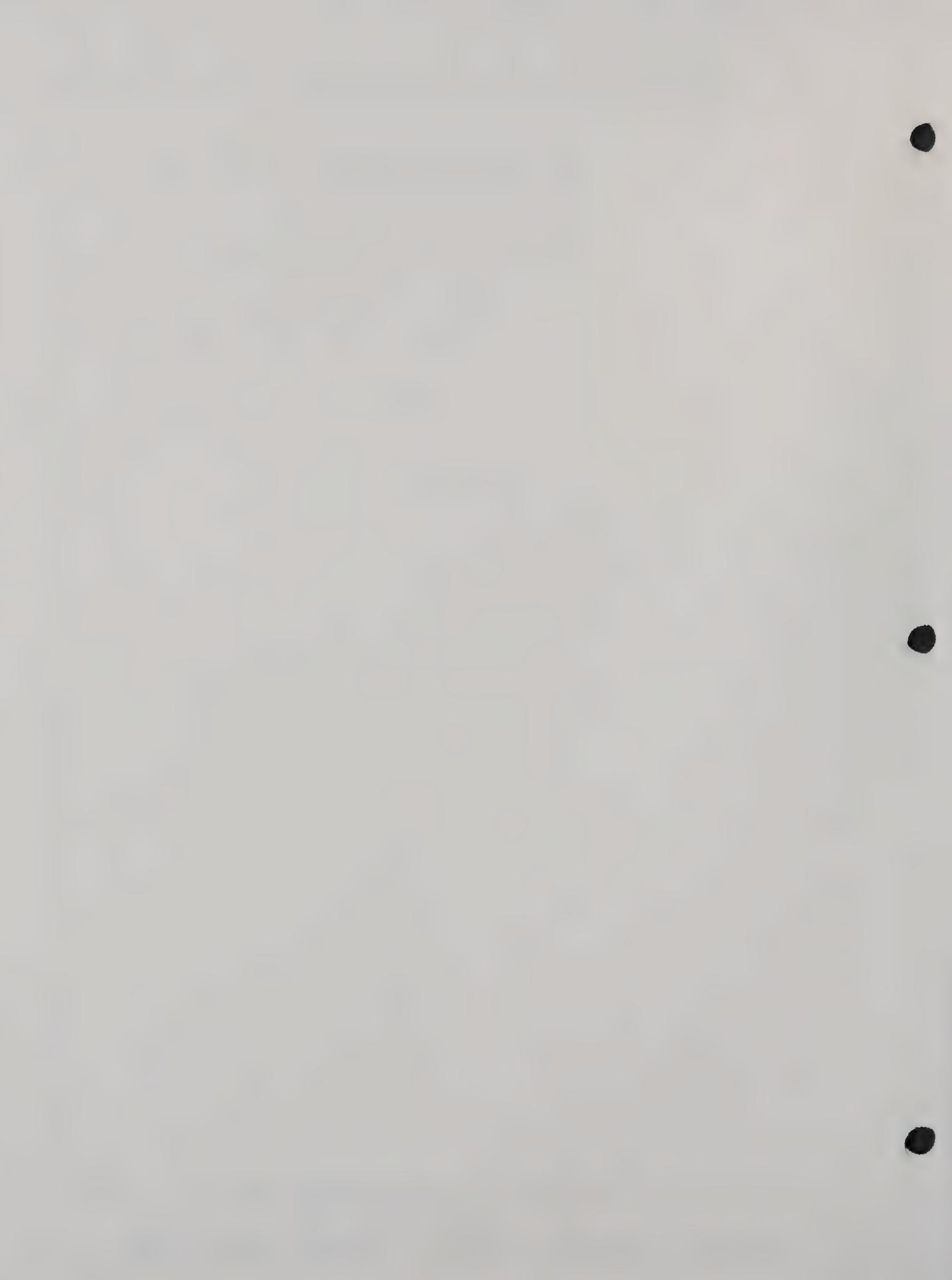


1 Any other comments? Okay. If
2 there are no other comments, then
3 we're going to close this hearing.

4 Okay. This hearing is hereby
5 closed. Thank you very much for
6 coming. I appreciate it.

7
8 (Hearing concluded)

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23



COMMONWEALTH OF MASSACHUSETTS

Norfolk, ss.

I, DEANNA L. ANDERSON, Certified Shorthand Reporter, do hereby certify that the foregoing testimony is true and accurate, to the best of my knowledge and ability.

WITNESS MY HAND, this 3rd day of December, 1993.

Deanna L. Anderson
Deanna L. Anderson

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1960年1月3日 上午九時半，到達大同縣城。在縣城小住一晚。
次日早晨六時半，由縣城向北進發，到達大同縣城東北三十里之
村莊，即為我所欲觀測之地點。此處有山脈，其北面有深谷，谷中
有河，河中有島，島上多樹木，其南面有山，山間有小河，河中有
島，島上多樹木。

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